

Department for Planning and Infrastructure
on behalf of the Local Impacts Committee
(Term of Reference 1)

Roe Highway Stage 7
Alignment Selection
Consultation Report

January 2003

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Reference: 8021092

For and on behalf of
Environmental Resources Management
Australia

Approved by: Keryn James

Signed: _____

Position: Project Director

Date: 21 January 2003

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SUMMARY

THE FREIGHT NETWORK REVIEW

A comprehensive review of freight movements across the Perth metropolitan region was begun in 2001. One of the outcomes of the review was the recommendation that the continuation of Roe Highway from South Street to the Kwinana Freeway (Stage 7) is the preferred option for linking Roe Highway west from South Street (Stage 6) to Kwinana Freeway.

Following completion of the Freight Network Review (FNR) the Minister for Planning and Infrastructure established a Local Impacts Committee (LIC) to identify the reforms necessary to manage traffic activity and protect local communities from the impacts of traffic through the southwest metropolitan corridor.

One of the key tasks set for the LIC was to determine the preferred alignment for Roe Highway Stage 7 between South Street and Kwinana Freeway (Term of Reference 1).

CONSULTATION PROCESS

The community was asked to comment on key values and issues within the preferred Roe Highway Stage 7 corridor identified through the FNR process. The community was not asked to comment on the options considered previously in the FNR multi criteria analysis. Community consultation occurred using the following process:

- i) advertisements in local newspapers with a total circulation of approximately 131,000;
- ii) information pamphlets distributed in the same newspapers;
- iii) flyers distributed to 3280 households in the immediate vicinity of the corridor;
- iv) two community information sessions at Glen Iris Country Club (Jandakot) and Banksia Park Primary School (Leeming) attended by about 50 and 150 people respectively; and
- v) a public comment period of three weeks.

ANALYSIS OF SUBMISSIONS

The submissions received consisted of:

- 207 letters or comment sheets;
- 228 form letters; and
- a petition of 6 signatures.

The majority of submissions were received from people living in Leeming, Bateman and Bullcreek.

There were a wide variety of issues raised in the submissions. Some of these were directly related to the LIC's Term of Reference 1: the selection of a preferred alignment option for Roe Highway Stage 7 along the defined corridor. Others were related to Terms of Reference 2 and 3 - assessing the requirement for upgrading on major roads in the southwest metropolitan corridors and determining measures to protect local communities from the impact of freight and general traffic. Other comments were related to broader strategic road network issues or detailed design and were recorded for consideration by others.

All issues raised in submissions have been documented in this report. In addition to being part of the report to Government (the Minister for Planning and Infrastructure) the LIC has also resolved to forward a summary to each person making a submission and to also lodge a copy of the report of the LIC's work on Term of Reference 1 at public libraries in Fremantle, East Fremantle, Cockburn, Melville, Canning and Gosnells. The reports that are available include:

- Roe Highway Stage 7, Alignment Selection, Summary Report (January 2003);
- Roe Highway Stage 7, Alignment Selection, Consultation Report (January 2003);
- Roe Highway Stage 7, Alignment Selection, Workshop Report (January 2003); and
- Roe Highway Stage 7, Alignment Selection, Technical Compendium (January 2003).

Alignment Selection Issues

Some respondents (approximately 48% of all written submissions and 100% of form letter submissions) indicated a particular preference for options identified as part of the FNR. Of the written submission respondents, there was nearly equal support for Option A (24%) and Option C (23%).

A significant proportion of Leeming residents indicated a preference for an alignment other than within or near the existing MRS reserve, with 16 of the 28 written submission respondents supporting Option D (an alignment south of Jandakot Airport) coming from Leeming.

183 (91.5%) of written submission respondents did not nominate a second preferred alignment option. Of significance however, is that 8% of written submission respondents and 58% of form letter respondents support Option C as a second preferred option.

A total of 214 respondents who submitted form letters indicated that Options A, A1 or B were unacceptable. Of the 214 respondents, 54 respondents consider Option C unacceptable.

Of the written submissions, 28 (13.5%) indicated general environmental concerns due to the construction of Stage 7. These responses were not specific to particular environmental issues or to particular local areas. In addition, 12% of written submissions indicated that loss of bushland as a result of construction of Roe Stage 7 was of concern and 13.5% of respondents indicated that noise and pollution as a result of the construction of Roe Highway Stage 7 was of concern.

22 respondents (11%) who made written submissions indicated the construction of Roe Stage 7 would have negative effects on their lifestyle and negative effects on the community in general.

In summary, the following concerns were highlighted:

- Potential effects on local amenity from the construction and operation of Roe Stage 7, the impacts being noise, vibration and pollution and increased traffic on local streets.
- Potential impacts on remnant vegetation, local parks and reserves and Declared Rare Flora (DRF).

Network Issues

A significant number of respondents also provided written submissions and form letters indicating concerns about broader transport network issues. In particular, 49 written submission respondents (24.5%) indicated a general concern about general increase in traffic volumes. Specific traffic issues are discussed further in the report.

Issues Outside the Terms of Reference

General

A number of respondents commented on issues outside the LIC's Terms of Reference including:

- 14% (29) respondents providing written submissions and 94% of those who submitted form letters (215) indicated a preference for alignment Option D.
- 23 respondents indicated a concern for Bibra Lake/ North Lake.
- 20 respondents commented on Roe Highway Stage 8 (10 indicating support for and 10 indicating opposition).

Design Issues

12 respondents indicated that access should be maintained where Karel Avenue/Berrigan Drive intersects with Roe Highway. Most of these respondents indicated that this should be in the form of an overpass. Additional comments related to the construction of a bridge over the railway line (2 responses) and an overpass at Clifton Road (1 response).

SUBMISSIONS FROM GOVERNMENT AGENCIES AND INTEREST GROUPS

Submissions were received from the following interest groups and government agencies:

- Cities of Melville, Cockburn and Canning – support for Metropolitan Region Scheme (MRS) alignment (Option A);
- Water Corporation – requested liaison at the design stage to ensure that water and wastewater services in the corridor are not affected during construction;
- Jandakot Airport Holding Ltd – support for Option A and request for access to the airport via dual on/off ramps at Hope Road and Roe Highway intersection;
- Beeliar Conservation and Heritage Council – avoid disturbance to Ken Hurst Park, keep Roe Highway Stage 7 near rail line at Kwinana Freeway;
- Southern Metropolitan Regional Council – avoid Regional Resource Recovery Centre (implies preference for existing MRS alignment at eastern end);
- North Lake Residents Association – preserve bushland;
- Melville Conservation Group – protect Ken Hurst Park; and

- Friends of Ken Hurst Park – minimise clearing/prefer no Roe Highway Stage 7 along the identified corridor.

KEY ISSUES AT COMMUNITY INFORMATION SESSIONS

The key issues raised at the community information sessions included:

- The freight network should not be compromised by the realignment of Stage 7.
- Residents with properties near the MRS reservation alignment purchased those properties at a reduced value, with knowledge of the planned construction of Stage 7 in that reservation.
- Have the impacts of rail freight (eg. noise) been properly considered and assessed?
- Not enough information is available. The consultation process is too rushed. Residents need time to consider the options and prepare submissions.
- Roe Highway Stages 6 and 7 should be constructed at the same time to minimise impacts on South Street residents.
- The effect on wetlands, remnant bushland and reserves (Ken Hurst and John Connell) is an important consideration.

COMMENTS ON CONSULTATION PROCESS

Many people at the Banksia Park Primary School Information Session indicated that they had not had an opportunity to view the ‘various options’ and make an informed decision.

In addition, 222 of the form letter respondents requested that the submission period be extended and indicated that they are not aware of all the options being considered, and therefore may need more time to comment on these.

RESPONSE TO ISSUES

Detailed responses to issues identified through the consultation process are provided in the report.

The alignment issues have been taken into account by the LIC in its consideration of alignment options for Roe Highway Stage 7.

The LIC assessed six alignment options rated highly by the FNR and within or adjacent to the existing MRS Roe Highway reserve. (These are detailed in the Workshop Report).

Some of the network issues relate to Terms of Reference 2 and 3 and will be addressed by the LIC's work on these Terms of Reference while others are beyond the scope of the LIC tasks. Several issues were previously considered as part of the FNR.

The design issues will be referred to Main Roads Western Australia (Main Roads) to be considered at the detailed project planning and design stages.

1 INTRODUCTION

1.1 PROJECT BACKGROUND

1.1.1 Freight Network Review

A comprehensive review of freight movements across the Perth metropolitan region was begun in 2001. One of the outcomes of this review was the recommendation that the continuation of Roe Highway from South Street to the Kwinana Freeway (Stage 7) is the preferred option for linking Roe Highway from the east as far as South Street (Stage 6) and other parts of the transport network to Kwinana Freeway.

Following completion of the Freight Network Review (FNR) a Local Impacts Committee (LIC) was established by the Minister for Planning and Infrastructure to identify the changes and improvements necessary to 'manage traffic activity and protect local communities from the impacts of traffic through the southwest metropolitan corridor'.

The Committee consists of:

- Four Members of Parliament (two each from the Legislative Assembly and the Legislative Council);
- Western Australian Local Government Association representative and local Council representatives from Melville, Canning, Fremantle, East Fremantle, Gosnells and Cockburn;
- Four community representatives who participated in the FNR; and
- A representative from the freight transport industry.

The Committee is chaired by Riverton MLA, Mr Tony McRae.

The LIC has three Terms of Reference:

- i) recommend the preferred alignment for Roe Highway Stage 7, based on a strategic overview of the highly ranked options from the FNR multi criteria analysis process;
- ii) identify the level of upgrading needed for the major roads in the southwest metropolitan corridor, focussing on Leach Highway, South Street, High Street and Stock Road; and prepare a preliminary road development plan for these roads; and
- iii) determine measures to protect local communities from the impact of freight and general traffic.

A copy of the full Terms of Reference is included at *Annex A*.

The first task of the LIC is to recommend a preferred alignment for Roe Highway Stage 7 including overseeing the consultation process that is facilitating community input to this decision. The LIC is being assisted by a Technical Support Team from the Department for Planning and Infrastructure (DPI).

The DPI, on behalf of the LIC, commissioned Environmental Resources Management Australia Pty Ltd (ERM) to report on the outcomes of community consultation initiatives undertaken regarding the alignment of the proposed Roe Highway Stage 7.

The consultation process began in September 2002, allowing for a 3 week public comment period. The community was asked to comment on key values and issues within the preferred Roe Highway Stage 7 alignment corridor identified through the FNR process. The community was not asked to comment on the specific options considered in the FNR multi criteria analysis.

1.2 ROE HIGHWAY STAGE 7 STATUS

1.2.1 Options For Roe Highway Stage 7

Land for the extension of Roe Highway through the southwest corridor has been reserved in the Metropolitan Region Scheme (MRS) since its promulgation in 1963.

The multi criteria analysis undertaken for the Freight Network Review assessed the Roe Highway alignment in relation to other key routes within the freight network, such as Kwinana Freeway, Leach Highway and Stock Road.

The analysis confirmed the need for the continuation of Roe Highway through to Stage 7 and its connection with the Kwinana Freeway. The analysis then identified preferred options for the Stage 7 alignment, all of which were located in a corridor extending from the northern boundary of the existing MRS reservation to just north of the railway line. These options were referred to as Options A, A1, B, C and S.

These options were further refined by the LIC and six options A, B, C, AS, BS and CS were considered the Roe Highway Stage 7 alignment. (Note that option A considered by the LIC is the same as the FNR option A1 for Roe Highway Stage 7).

The community was not asked to indicate a preference for an option but was provided with a map indicating the corridor within which an option would be selected. Community members were asked to comment on the key issues and values within this corridor that they believed were important considerations

for the alignment selection and which should be taken into account by the LIC when assessing and recommending an alignment.

1.3 OBJECTIVES

The objectives of this report are to:

- provide a record of the consultation events and initiatives undertaken by the LIC and the Technical Support Team for consultation on the alignment selection for Roe Highway Stage 7. Full details of the consultation methodology are included in *Annex B*;
- provide an analysis of the written submissions received during the consultation period;
- provide comments on the consultation process in terms of:
 - the usefulness of written information provided to the public;
 - the availability of information;
 - the appropriateness of the consultation methods; and
 - the community's level of satisfaction with the process.
- recommend further consultation initiatives by the LIC if required.

The report is one of four documents describing the LIC process relating to the recommendation of an alignment for roe Highway Stage 7. The full set of documents are:

- Roe Highway Stage 7, Alignment Selection, Summary Report (January 2003);
- Roe Highway Stage 7, Alignment Selection, Consultation Report (January 2003);
- Roe Highway Stage 7, Alignment Selection, Workshop Report (January 2003); and
- Roe Highway Stage 7, Alignment Selection, Technical Compendium (January 2003).

These documents may be viewed at public libraries in Fremantle, East Fremantle, Cockburn, Melville, Canning and Gosnells. The first three documents will also be made available on the Department for Planning and Infrastructure's website (www.dpi.wa.gov.au).

2 ANALYSIS OF SUBMISSIONS

2.1 SUBMISSIONS RECEIVED

The submissions received consisted of:

- 207 written submissions (letters or comment sheets);
- 228 form letter submissions; and
- a petition of 6 signatures.

The majority of submissions were received from people living in Leeming, Bateman and Bullcreek.

The comment sheet prepared on behalf of the LIC stated that the Committee was seeking '*comments on the alignment of Roe Highway Stage 7*'. However, there were a wide variety of issues raised in submissions. Some of these are directly related to the selection of a preferred route option and others are related to broader strategic road network issues or detailed design.

Almost all of the form letters that were submitted indicated support for Option D. Option D is not being considered by the LIC because it was ranked poorly in the Freight Network Review. The submissions indicate that some of the people lodging form letters supporting Option D believed this option was still under active consideration (see Section 5.2.2).

Some of the issues raised in submissions relate to the LIC's first Term of Reference and others to Terms of Reference 2 and 3, or fall outside the scope of the Committee. This report differentiates between the issues on this basis.

2.2 ALIGNMENT SELECTION ISSUES

2.2.1 *Indication Of Preference For Options Within LIC Scope*

Some respondents (approximately 48% of all written submissions and 100% of all form letter submissions) indicated a particular preference for options identified as part of the FNR. Those options that fall within the corridor being considered by the LIC have been separated from other options and include Options A, A1, B, C and S.

A summary of respondents' preferences is shown in *Table 2.1*.

Table 2.1 Options Within Corridor Being Considered by LIC

Preferred Option	Written Submissions (Total = 207)			Form Letter (Total = 228)	
	No. of Responses	Place of Residence	%	No. of Responses	%
A	50	Leeming (9) Bullcreek (3) Jandakot (4) Other (5)	24%	-	-
C	46	Leeming (10) Bibra Lake (9) North Lake (7)	23%	5	2.2%
B	3		1.5%	2	0.8%
S	1		0.5%	-	-
TOTAL	100		48%	7	3%

In most instances, respondents supporting Option A did not indicate whether Option A1 (which includes the upgrade of Stock Road) was also supported. However, both Option A and A1 are on alignment within the existing MRS reservation for Roe Highway Stage 7.

For those respondents who indicated a preferred option in a written submission (other than the form letter), it is evident that there is almost equal support for Options A and C. Option C proposes a shared alignment of both the highway and freight rail line, south of the MRS reservation. Many of the respondents who supported this option did so because it pushes the alignment away from residences in Leeming.

It is not possible to be definitive about the origin of the majority of respondents who supported Options A or C, as 38 of these respondents did not indicate their home address. However, of the 50 respondents who supported Option A, 9 respondents were from Leeming, 3 from Bullcreek and 4 from Jandakot. Other suburbs of origin included Bateman, Winthrop, Bibra Lake, North Lake and Rossmoyne.

Of the respondents supporting Option C, 10 were from Leeming, 9 were from Bibra Lake and 7 were from North Lake.

2.2.2 Environmental Issues

Of the written submission respondents 28 (13.5%) indicated general environmental concerns due to the construction of Stage 7. These responses were not specific to particular environmental issues or to particular local areas. 24 respondents who made written submissions (12%) indicated that loss of bushland and particular local parks and reserves as a result of construction of Roe Stage 7 were of concern.

Most of these concerns related to the potential impact on areas of environmental, conservation and recreational significance, such as:

- Ken Hurst Park (19 responses);
- Heatherlea Park (4 responses) and
- John Connell Reserve (2 responses).

Of the respondents making written submissions, 27 (13.5%) indicated that noise and pollution as a result of the construction of Roe Highway Stage 7 was of concern.

2.2.3 *Amenity*

Twenty-two respondents (11%) who made written submissions indicated that the construction of Roe Stage 7 would have negative effects on their lifestyle and negative effects on the community in general.

The reasons cited were predominantly related to concerns for pedestrian and motorist safety due to an increase in traffic, noise (eg. trucks using exhaust brakes in residential areas), house damage due to vibration and an overall devaluation of properties.

2.2.4 *Specific Comments*

Respondents who lodged written submissions included a range of comments on alignment selection issues, as summarised in *Table 2.2*, and other general comments and suggestions as summarised in *Table 2.3*.

Table 2.2 *Alignment Selection Comments*

Comment	Responses
Alignment should be as far south as possible - within MRS reservation or beyond	23
Maximise distance from homes and wildlife	13
Need noise impact study/ noise attenuation eg noise barriers	12
Owners were aware of alignment when properties purchased	9
Do not support Options A/ A1 or B	3
Support Option C or D if Stage 8 does not proceed	1
Roe Highway and Kwinana Freeway intersection should be 300 metres south	1

Support for the alignment being as far south as possible indicates support for Option C in particular, however, some respondents may have been referring to other options, such as Option D. As many respondents did not specify which particular Option they supported, it is difficult to deduce whether such comments relate to Option C or D. It is at least an indication that respondents feel that fewer residents would be negatively impacted, if the alignment were shifted south. The additional 13 responses above to '*maximise the distance between homes and wildlife*' also tends to support this assertion. However, the

reference to wildlife could relate to support for avoiding the bisection of Ken Hurst Park.

Table 2.3 *Alignment Selection Concerns and Suggestions*

Comment	Responses
Do not sell Roe Stage 7 land	3
Concerns about the Regional Resource Recovery Centre	2
Damage to houses	1
Cultural concerns (sacred sites)	1
Suggestion	Responses
Environmental impacts can be minimised	2
Rail freight a priority	2
Go ahead with the current alignment, rehabilitate and compensate	1
Construct a new east/west access onto Roe Highway from Karel Avenue	1
Construct a new access from Jandakot Airport to Roe Highway	1

2.3 NETWORK ISSUES

A significant number of respondents who provided written submissions and form letters indicated concerns about issues that relate to broader transport network issues. These issues are summarised below.

2.3.1 Alignment Selection Preferences

Fourteen percent (14%) of respondents providing written submissions and 94% of those who submitted form letters (215) indicated a preference for alignment Option D (see Table 2.4). This option was included in the FNR multi criteria analysis but is not within the corridor considered by the LIC. Option D proposes a re-routing of the Roe Highway south of Jandakot Airport and connecting with Kwinana Freeway some 4.5 kilometres south of the existing road reserve, as shown in Annex E.

Table 2.4 *Support for Other Options*

Preferred Option	Written Submissions (Total = 207)			Form Letters (Total =228)		
	No. of Responses	Place of Residence	%	No. of Responses	Place of residence	%
D	28	Leeming (16) Bibra Lake (1)	14%	215	Leeming (193)	94%
Base Case (No Roe Stage 7)	16		7.5%	-	-	-
K or L	1		0.5%	-	-	-
TOTAL	45		22%	215		94%

The preference among Leeming residents for an alignment option other than Option A/A1 is illustrated by the fact that 16 of the 28 written submission respondents supporting Option D live in Leeming. Of the remaining written submission respondents, 1 was from Bibra Lake and 11 did not nominate a property address.

The majority of the form letter respondents were from Leeming (193) and immediately surrounding suburbs. However, responses were also obtained from suburbs outside of the immediate Stage 7 consultation area, such as Shelley, Padbury, Success, Greenwood, Balga, Cloverdale, Huntingdale, Kingsley, Kewdale, Gosnells, Beckenham, Armadale and Landsdale. It is not known whether these responses are from absentee landowners.

A high proportion of the respondents indicating support for Option D suggested that this option would have the least impact and address many of their concerns, such as:

- Loss of bushland;
- Effects of noise from increased traffic; and
- Pressure on existing regional and local roads, such as Karel Avenue and Farrington Road.

Many respondents recognised that Option D might cost more to implement, however, some indicated that the sale of land within the existing MRS reservation may assist in recouping the funds. However, to others this was not a viable option as it fails to protect the natural vegetation corridor provided by the reservation in its current state.

One-hundred-and-eighty-three (183) respondents (91.5%) did not nominate a second preferred alignment option. Of significance however, is that 8% of written submission respondents and 58% of form letter respondents support Option C as a second preferred option. Generally, this response was recorded where the respondent had elected Option D as their first preference, as shown in *Table 2.5*.

Table 2.5 *Second Preferred Option*

Preferred Option	Written Submissions		Form Letters	
	No. of Responses	%	No. of Responses	%
C	16	8%	129	58%
D	1	0.5%	6	2.7%
B			2	0.9%
TOTAL	17	8.5%	137	61.6%

Those who submitted form letters and who selected Option C as their second preference, did so only in the instance that Option D was considered not to be a viable option. They also made this provisional on the ability to make

comments on the implications of Options C for Karel Avenue and Farrington Road. In these instances, Option D was selected as the first preference.

This suggests that these people would prefer to see the alignment pushed as far south as possible.

A total of 214 respondents who submitted form letters indicated that Options A, A1 or B were unacceptable. Of the 214 respondents, 54 respondents found Option C unacceptable.

2.3.2 *Impacts On Environmental Values*

Twenty-three (23) respondents indicated a concern about damage to Bibra Lake/ North Lake. This indicates concern for the broader freight network and the potential continuation of Roe Highway to Stage 8, an alignment reserve that passes through the Bibra and North Lake wetland chain. This issue was outside the Terms of Reference of the LIC and therefore not considered in its evaluation of options for Roe Highway Stage 7.

2.3.3 *Traffic Issues*

Forty-nine (49) written submissions (24.5%) indicated that a general increase in traffic as a result of either the construction or final use of Roe Highway was of concern. Many respondents referred to particular roads, such as:

- Farrington Road (14 responses);
- Karel Avenue (12 responses);
- Beasley Road (2 responses);
- Leach Highway; and
- Berrigan Drive.

Most of these roads are not directly connected to Roe Stage 7 but there is clearly a concern about the traffic implications.

2.3.4 *Comments on Roe Highway Stage 8*

Ten (10) respondents supported Stage 8 going ahead, while 10 did not support Stage 8. Eleven (11) respondents (including the 10 respondents who indicated support for Roe Stage 8) argued that land should be retained for Stage 8 for the future.

2.3.5 *Specific Network Comments*

Table 2.6 *Specific Network Comments – Written Submissions*

Comment	Responses
Use funds from sale of Roe Stage 7 land	12
Stage 7 must be aligned to enable Stage 8 in the future	10
Assess all options before deleting Stage 8 or Fremantle Eastern Bypass	9
Support termination at Freeway	5
Complete Roe Stage 6 and Stage 7 at the same time to minimise impacts	5
No Stage 8 – change freeway connection so it can't occur	5
No Stage 7	3
Do not upgrade South Street or Leach Highway	2
Transport corridors should support various types of infrastructure	2
More freight should be carried by rail	2
Align Stage 8 further south	1
Create overpass over Beelihar Wetland (Stage 8)	1
Oppose the alignment of Stage 8 along railway line	1
Stage 8 to be aligned with railway line	1
Upgrade the intersection Leach Highway and High Road	1
Upgrade Farrington Rd with Stage 7	1
Upgrade Stock Road to Freeway standard	1
Upgrade Russell Road	1
Do not upgrade Farrington Road	1
Widen Hope Rd	1
Don't close:	
- Murdoch Drive	1
- Winthrop Avenue	1
- Moolyee Drive	1
- Marcus Drive	1
Close Beasley Road	1
Freeway traffic will use South Street	1
Option D inefficient – impact on South Street	1
No road through Piney Lakes (Stage 8)	1

2.4 *DESIGN ISSUES*

There were limited comments made relating to specific design issues for Roe Highway Stage 7. Of most significance, 12 respondents indicated that access should be maintained where Karel Avenue/Berrigan Drive intersects with Roe Highway. Most respondents indicated that this should be in the form of an overpass. Other comments related to the construction of a bridge over the railway line (2 responses) and an overpass at Clifton Road (1 response).

Additional comments are summarised in *Table 2.7*.

Table 2.7 Specific Design Comments – Written Submissions

Comment	Response
Traffic lights are needed at the Karel Avenue and Farrington Road intersection	4
Create a freeway on/off ramp at Farrington Rd	4
Do not create a freeway on/off ramp at Farrington Rd	2
Create a freeway on/off ramp at Hope Road	2
Create a freeway on/off ramp at Roe Highway	3
Create a roundabout at the intersection of Karel Ave and Farrington Road	1
Create an overpass at Willeri Drive	1
Realign Karel and Berrigan Drive to create a roundabout for access to Jandakot Airport	1
Traffic lights should not be installed at the Karel Ave/Farrington Rd intersection	1

2.5 COMMENTS FROM INTEREST GROUPS AND GOVERNMENT AGENCIES

Submissions were received from the following interest groups and government agencies:

- Cities of Melville, Cockburn and Canning;
- Water Corporation;
- Jandakot Airport Holding Ltd;
- Beeliar Conservation and Heritage Council;
- Southern Metropolitan Regional Council;
- North Lake Residents Association;
- Melville Conservation Group; and
- Friends of Ken Hurst Park.

The key issues raised in these submissions are summarised in *Table 2.8*.

In addition, a separate meeting was held with the Friends of Ken Hurst Park and Melville Conservation Group to discuss environmental issues that were of particular importance to the alignment selection process.

The Chairman of the LIC, Mr Tony McRae and representatives from DPI and Main Roads met with the groups on 12 November 2002. The primary concerns of both groups included Ken Hurst Park, Declared Rare Flora (DRF), John Connell Reserve and remnant vegetation in other Main Roads Western Australia (Main Roads) held reserves.

The two groups expressed their strong opposition to all Roe Highway Stage 7 alignment options along the preferred corridor. This position was subsequently confirmed in writing to the Chairman of the LIC. However, the meeting discussions also drew the following comments regarding environmental requirements in the event the Government proceeds with construction along this corridor:

- Careful attention needs to be given to the construction techniques for earthworks, for example the form of retaining walls, to minimise clearing and associated impacts;
- The two groups wish to be involved in the design and management process and specifically requested long lead times to allow for seed harvesting and other activities;
- The groups believe that translocation and seed collection must be undertaken at the site;
- Explore possibility of combining fire break on the southern side with a principle shared pathway (PSP) to minimise the amount of clearing required; and
- Design and construction of the alignment should avoid 'Tatiana Ridge' on the eastern side end of the Park, which is significant due to the presence of 'prickly bark' trees.

Table 2.8 Key Issues Raised by Groups and Agencies

Stakeholder	Key Issues
City of Melville	<ul style="list-style-type: none"> • The construction of Stage 7 should occur soon after Stage 6 is completed to minimise traffic increases on other parts of the network. • Need to choose an alignment that will allow extension of Roe Hwy west of the Kwinana Freeway in future if needed. • Increases in volumes as a result of non-local 'rat run' traffic. • Information Sessions were poorly scheduled and ineffective.
City of Cockburn	<ul style="list-style-type: none"> • There are no reasons to support the realignment of Stage 7. Landowners have purchased accordingly • Existing alignment in MRS reservation enables: <ul style="list-style-type: none"> - Good opportunities for freeway interchange - Western Power Training Centre will not require relocation - Options B and C pose difficulties detailed in submission
City of Canning	<ul style="list-style-type: none"> • Any proposal to realign Stage 7 outside the current MRS Reservation would result in considerable delays in its construction. • The Council objects to the use of any part of its land for the realignment, particularly plans which may affect the Regional Resource Recovery Centre (Pt Lot 85).
Water Corporation	<ul style="list-style-type: none"> • Ensure adequate protection of Water Corporation water and wastewater services at design stage.
Jandakot Airport Holding Ltd	<ul style="list-style-type: none"> • JAH is proposing the development of a 135 hectare commercial estate. • The development proposal includes the development of Hope Road to a four-lane boulevard to provide access for heavy haulage vehicles. • It is critical to JAH that Roe Stage 7 is made directly accessible to the airport via on/off ramps at Hope Road. • JAH supports original proposal for Roe Highway Stage 7 between South Street and Kwinana Freeway
Beeliar Conservation and Heritage Council	<ul style="list-style-type: none"> • The alignment of Roe Stage 7 must avoid disturbance to Ken Hurst Park. • The route should run south of the current MRS reservation to connect the freeway in the vicinity of the rail reserve.
Southern Metropolitan Regional Council	<ul style="list-style-type: none"> • Concerns regarding the protection of the Regional Resource Recovery Centre. The RRRC is located within the 'General Corridor' shown on the comment sheet.. • A Green Technology Park is proposed to be built on this site.
North Lake Residents Association	<ul style="list-style-type: none"> • Relieve traffic congestion in Cockburn and Fremantle areas. • Preserve as much bushland as possible, as currently reserved in the MRS.
Melville Conservation Group	<ul style="list-style-type: none"> • Current S7 reserve should be included in Ken Hurst Park & protected with an A class parks & recreation zoning • Roe Hwy has already wiped out too many areas of bush & wetlands. • City of Melville conducted what appears to be a campaign of misinformation
Friends of Ken Hurst Park	<ul style="list-style-type: none"> • Biodiversity a key value of Ken Hurst Park • Preferred option is to upgrade South St and Leach Hwy instead of constructing Roe Stage 7. • Roe Hwy limited to single or dual lanes each way only. • Minimalist interchanges. • Minimal clearing. • Remnant vegetation in road reserves should be kept as conservation reserve.

The Information Sessions at the Banksia Park Primary School and Glen Iris Country Club were attended by members of the LIC and the DPI Technical Support Team. The following key issues were raised during the two-hour sessions:

- The freight network should not be compromised by the realignment of Stage 7, which would prevent the construction of Stage 8 in the future. It would be shortsighted to lose Stage 8 as an option for the future.
- What are the likely traffic impacts for Berrigan Drive? Will the alignment options increase 'rat-running'? The connection at Karel Avenue is likely to improve the situation on Berrigan Drive, but if Kwinana Freeway is congested south of Roe Highway, the situation could get worse.
- Leave the Stage 7 alignment as it is. Residents with properties near the alignment purchased those properties at a reduced value, with knowledge of the planned construction of Stage 7 in that alignment.
- How does the government know whether the freight industry will respond to its push for a change from road to rail freight? Have the impacts of rail freight (eg. noise) been properly considered and assessed?
- Not enough information is available. Many people attended the Information Sessions expecting to be able to view the options, however this has not occurred. Many people do not have access to the website to find out the information for themselves.
- Roe Highway Stages 6 and 7 should be constructed at the same time to minimise impacts on South Street residents.
- The consultation process is too rushed. Residents need time to consider the options and prepare submissions.
- The effect on wetlands and remnant bushland is an important consideration. These values have changed over time since the original plan for Roe Highway was drawn up.
- Will the construction works include the addition of screening along Kwinana Freeway? Urban development is too close to the Freeway alignment and noise impacts exist.

3 ANALYSIS OF CONSULTATION PROCESS

3.1 AVAILABILITY OF INFORMATION

A number of comments were made about the consultation process by respondents. These are summarised in *Table 3.1*.

Table 3.1 Communication Concerns

Comment	Response
Information provided is confusing (including Internet information)	6
More information needed before making comment	3
Scheduling of information sessions	2
City of Melville giving misinformation	1
Confused by 'Better Traffic' leaflet	1
Residents are being 'railroaded'	1
Local Impacts Committee is biased	1
More community representation	1

Many people at the Banksia Park Primary School Information Session indicated that they had not had an opportunity to view the various options and make an informed decision. This is reflected in the results of the form letter submissions, where all 222 respondents requested additional time to consider the options in order to provide an informed comment on the alignment proposals.

3.2 SUBMISSION PERIOD

The form letter responses indicated that an extension of the submission period is needed to enable the community to consider the options in more detail. This was reflected in some of the written responses. In addition there was general agreement at the Banksia Park Primary School Community Information Session that more time and more information was needed in order for the community to make an informed comment on Roe Highway Stage 7.

Of the form letter respondents:

- 222 respondents requested that the submission period be extended; and
- 222 respondents indicated that they are not aware of all the options being considered, and therefore may need more time to comment on these.

The respondents to the form letter request that the community be notified of any other options (presumably other than A, A1, B or C) which are being considered and given additional time to comment on these options.

3.3 *SUBMISSION FORMS*

The submission forms consisted of a plan of the Roe Highway Stage 7 corridor, indicating the existing MRS reservation. It is the consultant's view that the 'readability' of the plan could have been improved with some additional information, such as cadastre (local roads, road names, lots) and an explanation of the 'existing MRS Reservation'.

3.4 *COMMUNITY INFORMATION SESSIONS*

3.4.1 *Timing*

The Community Information Sessions attracted significant interest, however, criticism was levelled at the LIC for the timing of the session because the weekend of 28 September, 2002 was:

- A public holiday long weekend;
- The first weekend of the September school holidays;
- AFL Grand Final day; and
- The first day of the Perth Royal Show.

It is the consultant's view that the combination of these factors could have potentially reduced the convenience level for a number of otherwise interested residents and stakeholder groups. As a result, fewer people may have attended the Information Sessions and the numbers present may not have given an accurate indication of the level of interest in the community.

3.4.2 *Venue Selection*

The large public meeting attendance at the Banksia Park Primary School Information Session included many people who were motivated to attend by issues beyond the scope of the Stage 7 alignment questions. As a result a number of issues arose which had not been anticipated, for example:

- The library space was small for the numbers that had gathered;
- Seating was inadequate;
- Bad acoustics meant that a public address system could have been on standby, including a 'roaming' microphone; and
- Inadequate ventilation; as the morning progressed, there were a number of people in a small space and the library was becoming hot and stuffy.

Some members of the community saw this as poor planning on behalf of the LIC and an underestimation of the level of interest in the community with regard to Roe Highway. It is difficult to anticipate attendance numbers to

such an Open Day however, if future information sessions are planned, the consultant recommends that the programme and venue for the event is designed and chosen such that it can be expanded if required.

3.4.3 *Visual Display*

Had the large number of attendees at the public meeting at Banksia Park Primary School been foreseen by the LIC, different display methods may have been chosen. The high number of people and relative small area of the Library meant that once the crowd had gathered, there was little opportunity for people to view the display boards as they were either out of sight or inaccessible. The large number of attendees was likely attributable to the level of interest and concern regarding the removal of Roe Highway Stage 8 and the Fremantle Eastern Bypass from the planned freight network. As this issue is not directly related to the alignment of Stage 7, the subject of the Information Session, such large numbers were not anticipated when the venue was being organised.

The display provided at the Glen Iris Country Club was identical to the one at the Banksia Park Primary School. However, due to the lower number of attendees and the dispersed nature of arrivals, the display boards were easily viewed and LIC representatives were able to talk directly about particular issues whilst referring directly to the plans.

CONCLUSIONS

The consultation process conducted by the LIC to seek input on the key issues to be considered for Roe Highway Stage 7 has identified a number of issues that are relevant to the corridor that is being considered by the LIC. These include:

- Impacts on social amenity particularly in terms of noise, vibration and pollution – this is perceived as an issue by residents who live adjacent to the current MRS alignment and those that live in Glen Iris and suburbs located south and west of the corridor being considered;
- Impacts on environmental values – impacts on bushland generally was seen as a key issue as well as impacts on local features including Ken Hurst Park, Heatherlea Park and John Connell Reserve;
- Impacts on private property if an alternative alignment was chosen and private properties were acquired in part or whole or alternatively, the value of the property declined if the highway was aligned closer to properties; and
- Impacts on social equity for those people who have purchased properties knowing of the planning for the highway in the MRS alignment. This is relative to those who may be impacted if the highway is moved from the MRS alignment and who did not have the opportunity to know about it before they purchased their property.

Other issues were raised, which while not directly relevant to Terms of Reference 1 for the LIC will be considered as part of its Terms of Reference 2 and 3. These included:

- Impacts on traffic volumes on major roads connected to Roe Highway Stage 7, particularly Farrington Road, Karel Avenue and Berrigan Drive and associated noise, congestion and safety concerns;
- A potential change in traffic volumes on the broader network with the Freight Network reforms in place (eg. no Roe Stage 8, 30% of freight to rail and improved container and truck management systems) and associated impacts on communities;
- A concern about the impacts on communities north and west of Roe Highway Stage 6 and 7 who will be subject to traffic impacts during construction of these links; and
- Concerns about detailed design issues for specific sections of road or specific intersections.

5 *RESPONSE TO COMMUNITY COMMENTS*

5.1 *INTRODUCTION*

This report serves as a record of the consultation process undertaken and the issues raised by the community and some key stakeholders. It is a public document and the LIC has taken this opportunity to provide a general response to the issues raised by the community during its work throughout 2002.

5.2 *RESPONSES TO ISSUES*

5.2.1 *Alignment Selection Issues*

Preference for Freight Network Review Options

A number of respondents have indicated a preference for options that were identified as part of the FNR. At the time the consultation was conducted the LIC had not finalised the options to be considered however, the Terms of Reference for the group specified that only those options that fell within a corridor between Leeming and the railway line would be considered. Consequently the LIC has considered six options which have been developed following a refinement of the broad alignment concepts considered in the FNR along this corridor.

Maximise Distances From Home, Environmental Areas and Wildlife

The community has indicated a desire to see that impacts on homes and the environment are minimised or avoided. The issues raised in the submissions have been provided to the LIC and they have been used to identify criteria for assessment of the alignment options.

Traffic Impacts

General traffic impacts on roads directly connected to Roe Highway Stage 7 or Stage 6 (such as South Street, Karel Avenue, Berrigan Drive) were identified as a concern by residents. This issue has been noted by the LIC and will be considered by them under Terms of Reference 2 and 3. For Roe Highway Stage 7 alignment options, the impacts are practically identical.

Locate Roe Stage 7 As Far South as Possible

The form letters and some of the written submissions indicated a strong desire on the part of some members of the community to see the alignment located as far south as possible, to avoid impacts on homes and property, particularly in terms of noise and vibration. The southerly alignment was also seen to be more beneficial in environmental terms. These issues have been recognised by the LIC and considered as part of the alignment selection process, including the fact that a southerly alignment at the eastern end (Options AS, BS and CS) would fragment Ken Hurst Park more than Options A, B and C.

MRS Alignment Certainty

There are mixed views in the community about the fact that people have made choices in the past about where to live, in recognition of the location of the existing MRS alignment. There is concern that moving the alignment southwards will unfairly impact on people who had no way of knowing about this when purchasing their properties. Conversely, a number of people have commented that those who built next to the MRS alignment were aware that a major highway was planned near them, and therefore should not expect other people to suddenly bear the impacts of construction of that highway. Current property values reflect the expectations generated by the highway reservation in the MRS. Any change to the corridor could result in corresponding changes in property values.

The MRS provides for a degree of planning certainty. However, it is a living document and has been subject to a large number of amendments to take into account population and land use changes as well as changing community values and priorities. The Government has committed to reviewing the proposed alignment to take account of these priorities. Notwithstanding this, the LIC also recognises that the equity for those residents who purchased properties with an expectation that the highway would not be near them, also needs to be recognised and this was adopted as a criterion in the alignment selection process. Clearly, while there is a need for flexibility, there is also a need to ensure major planning changes are not made lightly.

5.2.2

Network Issues

Option D

A significant number of respondents indicated support for Option D. This option is located outside the corridor being considered by the LIC (as explained above) and was previously discounted as part of the FNR multi criteria analysis process because it was ranked poorly overall. The LIC acknowledges that many of those who lodged form letter submissions believed that Option D was under active consideration. This was despite newspaper advertisements and flyers showing the corridor under consideration, which did not include Option D. This option is not within the

Terms of Reference for the LIC and the submissions relating to Option D were not included in alignment assessments. However, the issues raised by these respondents, and the desire for a southerly alignment to take into account environmental and social amenity issues, have been considered.

A number of environmental criteria and a social amenity criteria were used to assess alignment options, such as:

- i) impacts on remnant vegetation;
- ii) impacts on Declared Rare Flora;
- iii) impacts on *Bush Forever* sites;
- iv) impacts on social amenity of adjacent residents due to noise and vibration;
- v) impacts on groundwater protection areas;
- vi) impacts on private property;
- vii) visual amenity;
- viii) impacts on Aboriginal heritage sites; and
- ix) social equity.

Bibra Lake and North Lake

A number of respondents highlighted the environmental significance of Bibra Lake and North Lake. This significance has been recognised in the FNR process and Government has indicated that it will not construct Roe Highway Stage 8.

Increase in Traffic Volumes on the Network

Many respondents indicated concerns about increasing traffic volumes on other parts of the network, recognising that traffic that may have used Roe Highway Stage 8 and the Fremantle Eastern Bypass, would now need to seek alternative routes.

The LIC is tasked in its second and third Terms of Reference to consider broader network issues, including non-built solutions. Once a preferred alignment for Roe Highway Stage 7 has been identified, the Committee will consider the traffic issues raised by the community.

Roe Highway Stage 8 / Roe Highway Stage 7 Connection

Equal numbers of respondents indicated a preference for or against the concept of designing the Roe Highway Stage 7 alignment such that Roe Stage 8 could be built in the future. The LIC recognises that this is a contentious issue however, Government has made a decision that it will not construct Roe Highway Stage 8.

Generate Funds From Sale of Roe Highway Stage 7

Government has made a commitment to design and construct Roe Highway Stage 7 once a preferred alignment is identified and endorsed by the Minister. Decisions regarding future use of any surplus Government land along the route would follow.

No Roe Highway Stage 7

Government has made a commitment to design and construct Roe Highway Stage 7 once a preferred alignment is identified and endorsed by the Minister.

No Freeway Upgrade to South Street or Leach Highway

The Minister ruled out freeway options for South Street and Leach Highway on the basis of the multi criteria analysis¹.

The LIC will consider broader network issues as part of its Terms of Reference 2. Some upgrades on these roads may be necessary but the extent and location of any upgrade has yet to be determined.

Assess Options Before Deleting FEB or Roe Highway Stage 8

The impacts of the decision not to construct Roe Highway Stage 8 and to delete the Fremantle Eastern Bypass from the MRS are currently being considered by the Western Australian Planning Commission (WAPC) as part of the MRS amendment process for Fremantle Eastern Bypass.

Complete Roe Highway Stages 6 and 7 Simultaneously

The decision to revisit the alignment options for Roe Highway Stage 7 has meant that the program for the design and construction of the two stages has had to be separated. Main Roads has recently awarded the contract for Roe Highway Stage 6. Construction of Roe Highway Stage 7 is estimated to

¹ Refer to Minister's Media Statement (13 August 2002)

commence in mid-2004 or earlier if possible, subject to environmental and other clearances.

Freight Issues

A number of respondents queried whether the impacts of freight movement by rail had been closely considered. They were concerned that options such as Roe Highway Stage 8 and Fremantle Eastern Bypass should not be removed without some certainty that the move from road to rail freight would be successful. These issues have been considered as part of the FNR and ongoing work is being conducted to ensure that a move from road to rail is successful for freight associated with Fremantle Inner Harbour.

5.2.3 *Design Issues*

A number of detailed design issues have been raised by residents. These will be listed by LIC and passed to Main Roads to be considered after a preferred alignment is identified and during the detailed design stage.

5.2.4 *Process Issues*

Many of the concerns about the consultation process relate to the availability of the information and the short timeframe for submissions. The LIC recognises that there had been a tight timeframe however, the Committee was generally satisfied with the consultation process and its capacity to capture the key issues of concern.

The LIC has resolved to undertake further consultation activities to discuss issues arising from Terms of Reference 2 and 3 (broader network issues). Many of these have been identified as part of the first phase of consultation and will be used to form a basis for ongoing consultation. For further consultation activities the LIC has recognised a need for increased attention to:

- Availability of information;
- Clarity of information provided;
- Timing and venues for public displays/open days; and
- Amount of time available for comment.

In addition, Main Roads will undertake detailed and localised community consultation as part of its planning and design process for Roe Highway Stage 7.

5.2.5 *General*

The LIC and community alignment issues were taken into account by the LIC in its consideration of alignment options for Roe Highway Stage 7. Some of the network issues are beyond the Terms of Reference of the LIC, and several

were previously considered as part of the FNR. The Minister will be advised of these issues.

The design issues will be referred to Main Roads to take into account at the detailed project planning and design stages.