

# COCKBURN COAST

## District Structure Plan

### COCKBURN COAST REFERENCE GROUP MEETING 4

### MEETING SUMMARY

---

May 2007



---

---

## TABLE OF CONTENTS

---

<b>1. INTRODUCTION .....</b>	<b>1</b>
1.1 Transport Update .....	1
1.2 Draft District Structure Plan .....	3
1.3 Sustainability Assessment .....	6
<b>2. QUESTION &amp; ANSWER.....</b>	<b>8</b>
<b>3. GROUP DISCUSSION .....</b>	<b>10</b>
3.1 Transport .....	10
3.2 Land Uses .....	10
3.3 In Overview .....	10
<b>4. FEEDBACK SHEETS .....</b>	<b>12</b>
4.1 Transport .....	12
4.2 Land Uses .....	14
4.3 Overall .....	16
<b>APPENDIX 1. MEETING PARTICIPANTS .....</b>	<b>18</b>

---

# 1. INTRODUCTION

The fourth Cockburn Coast Reference Group meeting was held on Saturday 28 April 2007 at the Fremantle Maritime Museum.

Linton Pike, meeting facilitator from Estill & Associates opened the meeting, and outlined the purpose and process. Linton thanked the participants for their efforts to date, noting that it had been a huge commitment, and that he appreciated their positive, reliable and open minded attitude.

Linton also noted that this is the last of the stakeholder workshops, and there will be a final briefing in late June before the plan goes to wider public consultation. Reference group members will have an opportunity to make comment during the public consultation stage.

## 1.1 Transport Update

Duncan Foster from Worley Parsons provided an update on the transport context for the Cockburn coast area.

### *Freight rail line*

- In regards to freight rail, there are currently approximately 22 train movements per week with 4 movements each weekday (2 in 2 out) and 2 on weekends (1 in 1 out)
- The Fremantle Port Authority cannot provide an estimate of future movements however the Government intends to significantly increase the volume of freight moved by rail
- Delays at railway crossings for road traffic will be double existing movements and with 600m trains will mean a delay of approximately 2 minutes for each crossing.

### *Preferred transit alignment*

Cockburn Road / Hampton Road is the preferred transit alignment with the northern terminus at Fremantle Station and the interim southern terminus in the vicinity of Port Coogee. The route also provides flexibility to potentially link to Cockburn Central in future.

- The benefits of this alignment are:
  - It is the most direct link to Fremantle and will help us to put the RAPID in Bus Rapid Transit.
  - It increases an already strong argument for transit priority on Hampton Road
  - The benefits are wider than just Cockburn Coast.
  - It is a high profile statement on the importance of public transport in this corridor.
  - It is not possible to construct the transit way within the railway reserve.
- The constraint is that there are some issues with achieving priority for transit vehicles on Hampton Road between Douro Road and Rockingham Road.

---

### ***Road layout & traffic volumes***

- In terms of vehicle movements, the proposed Cockburn coast development will generate approx 25,000 trips per day. The majority of these (85%) are to external locations.
- This development and an increase in regional traffic will increase congestion on existing roads – the challenge is to manage this congestion and develop the most balanced transport outcome.
- The Cockburn Coast development will contribute less than 10% of the traffic increase on the surrounding road network.
- By 2031, Cockburn Road will carry local traffic (9,000 vpd) and Cockburn Coast Drive will carry regional traffic (17,000 – 21,000 vpd).
- By 2031 Hampton Road will be approaching unstable operations where small increases in traffic result in substantial increases in delay – or in other words it will take more than one change of lights to get through an intersection, so expect delays.
- The construction of additional lanes on Hampton will affect private properties and will be expensive and slow.
- The capacity of Hampton Road must be considered in terms of people movement rather than vehicle movement and the capacity of the transit lanes is roughly double capacity of vehicle lanes. Therefore priority for transit vehicles is critical and ‘Do Nothing’ is not an option.
- It is expected that Cockburn Road will contain 2 general traffic lanes and 2 transit lanes
- Cockburn Coast Drive will contain 2 general traffic lanes and 2 transit lanes. Provision can be made for four lanes in the future if desired.
- Cockburn Coast Road is intended to carry regional traffic with direct connection to Hampton Road.
- Rockingham Road terminates at a ‘T’ intersection with Cockburn Coast Drive while Spearwood Avenue connects at a 4 way intersection with Cockburn Road.
- Traffic volumes on east-west links will increase substantially in the future. Only a small proportion of this increase is attributable to our development. In the medium to long term there is a need to further investigate this issue.

---

## 1.2 Draft District Structure Plan

Following Duncan's presentation, Ray Haeren and Ben De Marchi from Taylor Burrell Barnett presented the draft district structure plan.

Ray outlined the resolutions and context for some of the issues discussed at previous reference group meetings:

- The power sub-station will require two 0.5 ha sites; one with a new switchyard and an additional site which will be determined at the next level of planning
- The freight rail is to be retained and managed
- The ANI road link will be a 10 metre reserve and will be limited to a local road
- Through discussions with the Department for Education & Training, the requirement of land for the school site has been reduced.

The draft district plan outlines

- Land uses including residential, mixed use, mixed business and commercial uses
- Urban structure
- Movement network including transit, road layout and pedestrian/cycle access.
- Open space

### *Precincts*

Ray outlined the layout and function of each precinct within the plan.

#### *Precinct 1 (Southern)*

This area includes urban residential with minimum ground floor commercial on Cockburn Rd and commercial/retail as part of Activity Centre in north. The bridge links to Beeliar Park and Port Coogee with Spearwood Ave extension and gateway/landmark elements.

#### *Precinct 2 (Powerhouse)*

This is the recreation/entertainment/ retail/office focus of district with activity on the ground and first floors as required. It will be a unique urban coastal node with development over rail line and key links to Port Coogee and across railway. The power station is an existing landmark/icon building and the industrial character will be reflected in the development.

#### *Precinct 3 (Coast)*

The switchyard will be re-located or development sleeving; with ground floor office, recreation/ entertainment or commercial use on a Main St (minimum). The development will promote surveillance of the foreshore precinct with a clear relationship to the linear Park and northern bridge crossing.

---

*Precinct 4 (Azelia)*

This area will include medium/high density residential, with office, dining/entertainment or commercial uses on Main Street and Cockburn Road. There will be a good relationship to the linear park and the built form will be responsive to embankments. There will be gateway elements and interface with Cockburn Coast Drive

*Precinct 5 (Hilltop)*

This will be largely medium/high density residential with office and commercial or robust built form on Cockburn Road and retail/commercial at transit stops. There will be a hilltop linear park/valley walkway with relationship to linear parks. Roads and built form will respond to landform and will contain landmark buildings.

*Precinct 6 (Robb Jetty)*

This will be high density residential with office or commercial use opportunity on Cockburn Road. There will be an activity node at transit with visual and physical linkages to coast and an interface with Darkin Precinct and a good relationship to the linear park. This precinct will also include the school and oval (Robb Jetty chimney and trees) and northern Beach node

*Precinct 7 (Emplacement)*

This will require timing, staging and transitional arrangements and will include flexibility for office and commercial use t, as well as residential use. There will be links to north, south and east with a good relationship to Cockburn Coast Drive as well as gateway/landmark elements.

*Precinct 8 (Darkan)*

This will include mixed business with an office and commercial focus. It will be an employment focal point and interface with surrounding areas.

*Precinct 9 (Fremantle Village)*

This will be high density residential with office or commercial use opportunity on Cockburn Road. There will be an activity node at the transit stop with design to be responsive to site constraints. There will be an interface with Darkin Precinct and landmark and gateway elements.

*Precinct 10 (Newmarket)*

This will have a residential focus with office and commercial opportunity on Cockburn & Rockingham Roads, and retail opportunity at transit stops. It will build upon the Newmarket landmark/gateway with roads and built form to respond to landform.

---

### *Implementation Models*

Ray also outlined the two potential implementation models, as outlined below.

<b>Redevelopment Authority</b>	<b>Development Scheme</b>
New Act required	Rezoning under Metropolitan Region Scheme to Urban (Part)
Excluded from MRS and TPS provisions	Rezoning under Town Planning Scheme to Development Zone
Establish authority	Referral to authorities
Redevelopment scheme	Determination by Council and WAPC
Consultation with agencies but single decision maker	Local Structure Plans
Local Structure Plans	Design requirements and guidelines
Design requirements and guidelines	

Local Structure Planning will be:

- A statutory tool for implementation
- Based on precinct plans
- Needed for finer detail
- Within the framework of the District Structure Plan
- Needed to establish height and form requirement as well as local road network, local open space and servicing.

Ray noted that there are existing use rights that allow the continuation of legitimate operations under the Scheme. In addition, compensation rights come into affect should operation be required to terminate. There are many examples of long term co-existence in Fremantle and elsewhere.

### *Cost contribution principles*

Finally, Ray outlined some cost contribution principles, which include:

- Equitable cost sharing for district and local infrastructure;
- Contributions payable on development;
- They are based on development yield potential and;
- Developers can provide money or works

The local and district contribution items are outlined below.

Likely Local Items	Likely District Items
Local Structure Planning Streetscapes/roads	District drainage design and infrastructure Cockburn Coast Drive Rail crossings School site Playing fields Bridges POS (land and works) Traffic controls

### 1.3 Sustainability Assessment

John Syme from Syme Marmion & Co presented a sustainability assessment of the concept plan. John noted that the draft plan provides a capacity of 3,250 residential units and a population of 6,700. This is achieved through a mix of:

- Single residential (3 – 6%)
- Medium density: (22 -33%)
- Apartments: (64 – 72%)

In terms of employment, it is estimated that there will be:

- 70,000 – 100,000 square metres of general commercial floor space
- 10,000 of mixed business (services, light industrial)
- 5,000 – 10,000 of retail (including tourist retail)

This will provide 3,200 jobs with local employment self sufficiency at 95%.

From a sustainability perspective, the benefits of the plan include:

- It maintains biodiversity through continuous green links;
- Site responsive design and integrated open space;
- Good connectivity;
- Safety / wellbeing;
- Strong employment base;
- Good public transport; and
- Maximises public benefit from expenditure through increased development return

John noted that this plan achieved a sustainability assessment score of 75.4%. This compared with 67% (Option 1) and 65.5% (Option 2) that were presented at the previous reference group meeting.



---

Option 1	Option 2	Option 3
67%	65.5%	75.4%

Following the presentation and a brief question and answer session, meeting participants discussed the concept plan. In particular, participants were asked to indicate their support for the plan, and outline any critical issues.

## 2. QUESTION & ANSWER

Q	What is a local activity node?
A	Mixture of commercial uses generally. Local activity node is where activity is most dense with shops, supermarkets, etc.
Q	Does this draft plan assume that the high voltage lines are underground?
A	Yes
Q	Will the school take kids from Port Coogee?
A	Probably
Q	Why here then
A	Its centrality within the region
Q	What are the numbers that sit behind this decision?
A	Department for Education & Training (DET) modelling shows that Port Coogee alone does not justify a school. The inclusion of this population justifies a school.
Q	Will the caravan park be rezoned?
A	Is it currently zoned as a Development Area under the City of Fremantle Scheme but has other matters to address and there is no proposal on the table
Q	There is concern with mixed business on Garston and Darkan Way given its proximity to the ocean and a shortage of coastal land.
A	This will be covered in the next session.
Q	Does Rockingham Road have space for four lanes? The allocated space may not be adequate.
A	The plan has not got to that level of detail yet.
Q	Are the intersections along the route too close together?
A	This has been considered but needs further assessment (including intersection character and treatments, signalisation, turning movements, etc)
Q	Has the Public Transport Authority (PTA) input been provided with regard to at grade crossing proposed?
A	The ability to maintain the status quo exists. The provision of more crossings is problematic with PTA reluctant to provide more crossing points.
Q	What restrictions are there on using the rail reserve for transit in the future?
A	<p>Different modes were considered in the process including use of the existing rail reserve. The rail reserve presents sharing problems and other limitations with increasing freight usage and is probably not workable. There is no space for an additional parallel public rail link.</p> <p>In terms of bus rapid transit, the rail reserve is narrow in the northern section with limited potential to provide bus facilities, which leaves us with the existing road network in a meandering route. It cannot be direct and rapid in this area and regional links will be better serviced using Hampton Road</p> <p>A lower order local CAT or other service may be best in the northern area.</p>

---

Q	West of the power station has hatching - what is that?
A	Freight rail access provision.
Q	Did the traffic modelling look at the pinch point of Hampton in the future even if traffic from Cockburn coast is not a major factor?
A	Yes, there are pinch points regardless of this development. Dedicated public transport will help to alleviate the problem and other regional links will have an affect also. More attractive public transport in routine trips will help.
Q	What is permitted in the area north of Rockingham Road near the stables at Clontarf Hill?
A	<p>The Roe Highway 8 reserve is not proposed to be constructed or deleted at this time.</p> <p>This area is subject to a separate process and is City of Fremantle initiative, which is why we have not considered it.</p> <p>The industrial revitalization takes a regional view, working with the City of Cockburn and the City of Fremantle.</p>

---

## 3. GROUP DISCUSSION

### 3.1 Transport

- Planning should seek to promote the CAT service immediately to add value to the community existing and future. Funding of the service needs consideration with cross council boundaries a factor. It may not be free or funding needs to be addressed.
- Current network doesn't work as well as it might along Rockingham and Cockburn Road. When Cockburn Coast Road is changed this will help.
- Planning design concepts are needed to provide up the capacity and sustainability of the solution.
- Where are the dedicated cycle paths with significant residential development proposed? Will be included in the report with effective cycling and walking loops to be provided.
- What provision for commuter cycling? Not shown at this scale with contemporary road design concepts including provision on appropriate links. Cockburn Coast Road on-road. The potential for bus transit and cycle conflict needs consideration with cross sections to meet appropriate standards.
- Need to pursue greater use of the existing rail reserve for public transport purposes. Not discounted but in the short term the BRT is the best solution. Electrical passenger should be included in the future, space permitting.

### 3.2 Land Uses

- Too much mixed business in the Garston and Darkan area with proximity to the ocean and a shortage of coastal land up and down the coast.
- LandCorp experience shows that the quantity along Cockburn is about right and flexibility is important to create something unique and vibrant. Too much can result in empty ground floor shops. The red zones are good but the ability to solely develop residential should exist with the ability to convert in the future. The intention is to allow for adaptive use as a non mandatory requirement.
- The mix of residential also adds to the diversity of the land uses.
- Include provisions for buffers and acceptable treatments.

### 3.3 In Overview

- Generally sound level of support in light of comments above.
- There is possibly a lack of direction for future implementation. Need to identify if implementation is to be a Redevelopment Authority or MRS amendment to guide landowners and to enable leasing and other decisions to be made. Provide more information to the next meeting of this group.
- The status of the land given its use as industrial will have potential contamination to be addressed. Will this be addressed corporately or individually?

- 
- The Contaminated sites Act sets the broad framework but is essentially a land owner responsibility. It wouldn't be dealt with in totality but may be done in localized area treatments.
  - Spread the mixed business out and extend along Cockburn Road. The Steering Committee will meet and review this matter in finalizing the draft plan for presentation with a sound rationale to be provided on 30 June. Consider a mixed use zoning and allow the market to determine the best outcome. Could there be a caveat preventing residential prior to a different use for the Cold Store and other similar existing land uses. The zoning needs to allow for higher use office buildings and move away from the industrial uses.

---

## 4. FEEDBACK SHEETS

Members of the reference group were each given a feedback sheet to complete. The feedback sheet sought input on the plan including:

- Transport (public transport corridor, road layout, pedestrian/cycle access)
- Land uses (residential areas, mixed business, mixed use, public open space, development west of the freight rail line, and location of the primary school)

Participants were also asked to rate the plan overall, and feedback was sought on the quality of the reference group meetings.

The results of the feedback sheets are outlined below.

### 4.1 Transport

	The alignment of the public transport corridor	The alignment of the road layout	Pedestrian/ cycle access including bridges and underpasses
Strongly Support	19% (4)	14% (3)	42%(9)
Support	71% (15)	81% (17)	48% (10)
Oppose	0%	0%	0%
Strongly Oppose	0%	0%	0%
Unsure	10% (2)	5% (1)	10% (2)

#### Comments

##### *Public Transport*

- Imperative that a CAT service be included as a possible outcome with local road link from Rollinson Road to Marine Terrace. Funding of the service needs to be explored.
- Would prefer to see coastal light rail or even monorail in the future (see Darling Harbour). Would like to see the freight line sunk or re-routed.
- Strongly support the use of the rail corridor in the near to medium future. Rapid bus also required.

##### *Road Layout*

- Strongly support new Cockburn Coast Road to get traffic flow off Cockburn Road and the extension of Rollinson Road to Cockburn Coast Road.
- Trucks accessing mixed business area using local distributor roads will increase pollution (noise, air) and impact on local residents. Sufficient upgrades of roads in particular Cockburn Road to accommodate heavy haulage vehicles will be required.
- East West link to Stock Road is essential (develop Forest Road/ Rockingham Road along Roe 8 reserve).
- Railway crossing at Cockburn Road for RBT is desirable.

- 
- Hampton Road needs widening to provide RBT and vehicle capacity and the northern area of Hampton Road needs more work given the volume of traffic entering this area.
  - A Marine Tce / South Tce alignment from North Coogee should be included to alleviate pressure on Hampton Road and Douro Road.
  - Current alignment of road does not work. As a resident in Bellion Drive, currently trucks and traffic unable to negotiate T junction Rockingham / Cockburn Road, decide to come down Bellion. Often early morning. Cockburn Coast Road may alleviate this.
  - The intersection (or lack of) roads in the area of (14) through to (11) on the map look to invite congestion. Just how you propose to link Cockburn Road and Spearwood Avenue is not clear
  - For Cockburn Coast Drive that is directly connected to Rockingham Road and Hampton Road is an issue. A Planning Design Concept must be developed to determine if this alignment is sustainable. If this is not achievable then other alternatives would need to be developed and reported back to Reference Group.
  - Access for vehicles into Fremantle is important and will increase even though public transport into this area is proposed to be increased. Linkages to Fremantle are inadequate eg. South Terrace too heavily calmed.
  - Traffic planning, in particular for Darkan Ave / Rollinson and the Cockburn Rd intersections is major concern. Limit access from the Fremantle Holiday Village area into Rollinson Rd.
  - Provide a road that links Rollinson to the Douro Road round-a-bout, so as to reduce local traffic congestion from the Rollinson / Cockburn Rd intersection, and limit congestion for north bound traffic along Hampton Rd.

### ***Pedestrian/cycle access***

- Would like to see cycle paths along Cockburn Road. Very important to upgrade access from Port Coogee to Fremantle (including Cockburn Road and Hampton Road) for cycles and walkways. Dedicated commuter cycle ways to be included.
- Would like to ensure at least pedestrian and bike path access from South Fremantle through to new development along coast - could use railway reserve.
- Pedestrian/cycle access needs to be a priority with well designed, constructed and more evenly distributed options.
- The pedestrian access closest to Catherine Point should be closer to the commercial / community area and pedestrian bridge need at South Beach area.
- Both off road/on road cycle access needed in the future and must resolve on road cycle needs.

### ***Other***

- Detail of the transport corridors is not clear enough to determine their suitability to accommodate all of the underground transmission lines. Quite likely that the length of the transmission lines would increase significantly (hence cost too) to enable them to follow the future transport corridors. The width of the corridors may also limit the capacity for other services to fit eg. sewer and water pipes, Telstra cables and street lights.

## 4.2 Land Uses

	The amount of residential land	The provision of mixed business areas	The provision of mixed use areas
Strongly Support	24% (5)	14% (3)	9% (2)
Support	66% (14)	48% (10)	81% (17)
Oppose	5% (1)	29% (6)	0%
Strongly Oppose	0%	0%	5% (1)
Unsure	5% (1)	10% (2)	5% (1)

	The amount of public open space	The scale of development west of the freight rail line	The location of the primary school
Strongly Support	43% (9)	14% (3)	23% (5)
Support	52% (11)	66% (14)	67% (14)
Oppose	0%	0%	10% (2)
Strongly Oppose	0%	10% (2)	0%
Unsure	5% (1)	10% (2)	0%

### Comments

#### *Residential*

- Would hope that residential would be at the low end of apartments as per Opt 3, high end of mid range, and about 6-9% of single residential
- Residential densities should be maximised in view of housing mix and anticipated household types, the primary open space will be coastal (walking, jogging etc as well as swimming). Not much need for other open spaces. These should be minimised.
- Need to allow for considerable height 8-12 floors, providing maximum population numbers without the visual impact to surrounding (existing) residential areas
- Emplacement crest position on the hill should be used as a centre for higher storey buildings with ground floors business and retail
- Leave area west of freight, as I and as I observe on my walks each day, 100's of other members of community use this area
- Do not support residential west of the freight rail line apart from the power station options.

#### *Mixed Business*

- Fine once explained



- 
- Mixed business needs further exploration. A lot of anxiety observed around this issue. Maintaining status quo will create problems in future aesthetics, OSH, and land values.
  - Mixed business area (existing) contains industrial zoning. (ie Cold stores, Alba Oils already impacting on residential comfort eg. Noise, smells).
  - Need a transition plan to relocate and reassure current business owners
  - There is too much mixed use? and should be cut back into more mixed business? and residential along Cockburn Road. Mixed business around Garston Way and Darkan Road should be changed to mixed use.
  - "Mixed business" use reduces flexibility of development - preference to zone this area to mixed use. The current "mixed use" concentration may not be market viable.
  - Flexibility needs to be given to residential mixed use areas to provide some flexibility to provide higher residential content. This would give developers greater flexibility to redevelop in accordance with commercial demands.
  - Appreciate the concerns of landowners in mixed business area and in the long term its then the best use for this land is not business but mixed residential
  - Provides a flexible range of options for now and the future
  - The 2 major businesses in the Darkan Precinct must have buffers (mixed business) in order to continue unrestricted operations. Impossible to co-exist with mix residential in Darkan Ave and Garston Way
  - With respect to Cold Stores. This business employs people. Continue operating with no time limit. Change this area to mixed use. Allow the opportunity for land owners to decide usage.
  - This area has not got a main street frontage. It will be hidden in a short street area (dead end road). This area better for residential.
  - Mixed business - although supported consider a change to mixed use with provision to ensure some commercial activities are incorporated in design.
  - Support current allocation of mixed business and mixed use areas.
  - The location and amount of mixed business is contentious and should be open to wider public debate.
  - Concern that any restrictions (such as operating hours/ shift work, truck access) could effect the operations of businesses on Darkan Ave.
  - Any new planning scheme should make existing operations and permitted uses clear to all new residential subdivisions.

### ***Mixed Use***

- "Residential mixed use" must be flexible to allow residential to replace any commercial use if the market does not support commercial at the ground floor level.
- Subject to local activity nodes - mandatory mixed use but other mixed use areas being able to develop solely residential but with the flexibility to have a mix of uses as long as building is designed to be re-converted to residential.

- Prefer the majority of the power station to be public uses.
- Prefer more public uses at coastal locations (ie service providers).

### **Public Open Space**

- Support status quo with public space.
- Do think there should be more open space within the areas currently indicated as residential (more reasonably small). "Trees and grass" area to serve as rest areas and child play areas
- Pedestrian access from POS to Manning Reserve needs to be developed in the planning design concept of Cockburn Coast Drive.

### **Primary School**

- Primary school area needs to be additional. Seems to be some under estimation of school demand.
- The school could be located within the power station and provide a unique setting
- School location suited to pedestrian access and proximity to BRT stop however query safe bike route access to school from low and medium density housing areas. Safety of children on roads would be of concern.
- Would prefer that the school was not located on a major road due to potential traffic noise. Also speed restrictions during peak time would interfere with traffic flow. Parents in cars dropping off children of concern due to congestion near higher speed traffic

### **Other**

- Suggest that one of the electricity zone substations could co-locate with Water Corp sewer pump as buffer area could be shared by both facilities.
- All proposed development adjacent to Cockburn Coast Drive and freight railway line will need to be in accordance with WAPC noise policy

## **4.3 Overall**

	<b>Overall, please rate the plan</b>
Strongly Support	28% (6)
Support	67% (14)
Oppose	0%
Strongly Oppose	0%
Unsure	5% (1)

---

## Comments

- This is a great concept plan for the area. It contains major items that will greatly enhance the coastal strip.
- Concern with existing uses/operations (ie Cold stores, Alba Oils) and the impact of noise, trucks, smells on current residents).
- Strongly disagree with mixed business on Garston Way and Darkan Road. Would like to see it changed to mixed use around Cold Store. Coastal land is in demand and makes more sense to consider other uses.
- Support overall plan except extent of mixed business use and "mixed use" component, which must be flexible. Services and infrastructure design reserves need more confirmation (road, power reserves) before final structure plans are confirmed to establish Hampton Road access link.
- The redevelopment of power station precinct offers huge redevelopment potential and will potentially be show piece site for the state. It would be a major disruption for the site if the switchyard were not relocated to an alternative location. Given residential values and switchyard potential it would seem obvious that switchyard should be relocated.
- Need to set timelines for implementation including a planning group, public consultation and final decision making processes
- The plan is good but the future process / timeframes are inadequately addressed.
- Access to large scale development west of freight railway line is an issue with its interaction (safety) to the rail line.
- Do not support residential west of the rail line, particularly in regards to climate change and potential public liability.
- Height restrictions and viewing corridors not fully explored including the type and form of buildings
- In regards to precinct Fremantle Village (ie tip site), there is a need to consider high rise (above 10 storey) due to high cost of remediation and geo technical issues.

---

## APPENDIX 1. MEETING PARTICIPANTS

<b>Name</b>	<b>Precinct/ Organisation</b>
Joe Rifici	2
Leonie Deegan	2
Paul Paino	2
Jamie Pasqua	2
Mark Westlake	2
Ian Ricciardi	2
Bobab Kouacevic	
Alan Green	3
Steve Johnston	3
Ken Williamson	5
Grahame Aldridge	5
Sheila Wainwright	5
Les Richardson	
John Sanders	6
Reg Boston	6
Ashley Palmer	7
Tony Narvaez	7
Logan Howlett	Community Representative
Daryll Smith	Coogee Beach Progress Association
Cathy Hall	South Fremantle resident
Jeff Hunter	Western Power
David Van Den Dries	Main Roads WA

### Steering Committee & Project Working Group Members

<b>Name</b>	<b>Precinct/ Organisation</b>
Peter Tagliaferri	City of Fremantle
Mike Moloney	LandCorp
Paul Ferrante	LandCorp

---

## Project Team Members

John Halleen	Department for Planning & Infrastructure
Lauren Aitken	Department for Planning & Infrastructure
Glen Finn	Department for Planning & Infrastructure
Ray Haeren	Taylor Burrell Barnett
Ben De Marchi	Taylor Burrell Barnett
Emma Jeffcoat	Taylor Burrell Barnett
John Syme	Syme Marmion & Co
Duncan Foster	Worley Parsons
Linton Pike	Estill & Associates
Simon Barns	Estill & Associates

## Observers

<b>Name</b>	<b>Precinct/ Organisation</b>
Iain Ronald	
Peter Goff	Planning Consultant (Gosh Leather)

<b>Apologies</b>	
Dr Mike Mouritz	Department for Planning & Infrastructure
Peter Tagliaferri	City of Fremantle
Stephen Lee	City of Cockburn
Nick Lee	Precinct 5
Lindsay Hill	
Manfred Heske	
Kenneth Tushingam	Verve Energy