

January 2011

Metropolitan Region Scheme Amendment 1180/41



Cockburn Coast District Structure Plan

Submissions
Transcript of Hearings

Shire of Cockburn

**Metropolitan Region Scheme
Amendment 1180/41**

Cockburn Coast District Structure Plan

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Transcript of Hearings**

City of Cockburn



February 2011

Our Ref: 216/012
Contact: Sharn Meekel - 9432 9964



7 May 2010

Western Australian Planning Commission
469-489 Wellington Street
PERTH WA 6000

City of Fremantle
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Attn: Lauren Aitken

Dear Sir

**PROPOSED METROPOLITAN REGION SCHEME AMENDMENT 1180/41 -
COCKBURN COAST DISTRICT STRUCTURE PLAN - CITY OF FREMANTLE
SUBMISSION**

Thank you for the opportunity to comment on the proposed amendment.

Council at its Ordinary Meeting 28 April 2010 made the following resolution:

That the following comments be submitted to the Western Australian Planning Commission as the City of Fremantle's submission on Metropolitan Region Scheme Amendment 1180/41 'Cockburn Coast District Structure Plan Area':

- 1. The City supports the proposed rezoning of land currently zoned Industrial to Urban Deferred. This is considered the most appropriate zoning at this stage, given the need for various environmental, infrastructure and strategic planning issues to be addressed in more detail prior to the land being zoned Urban to facilitate development for more intensive urban uses in the longer term, as envisaged in the Cockburn Coast District Structure Plan.**
- 2. The City supports the proposed rezoning of the site of the former South Fremantle Power Station and adjacent land to the south to Public Purposes – Special Use Reservation in recognition that this will facilitate the retention and future adaptive reuse of this important 'landmark' building for appropriate community-orientated uses as envisaged in the Cockburn Coast District Structure Plan. Although not directly related to the Metropolitan Region Scheme amendment process, the City also wishes to take this opportunity to reiterate its previous recommendation that the Western Australian Planning Commission should pursue reinstatement of the listing of the power station on the State Register of Heritage Places.**
- 3. The City acknowledges that the proposed realignment of the Primary Regional Roads reservation is an improvement upon the current alignment insofar as it reduces the potential visual impact of any future road**

constructed within the reservation upon the ridgeline of the Beeliar Regional Park, potentially enables more land to be retained within the Regional Park, and avoids the severance of land within the western edge of the Parks and Recreation reservation from the main part of the Regional Park which is caused by the current alignment. However, the City considers that the justification in the MRS Amendment documentation for the retention and configuration of the Primary Regional Road reservation is premature and unproven, given that the Department of Planning's 'South Metropolitan and Peel Region Integrated Land Use and Transport Study – Strategic Assessment of the Regional Transport Requirements' which will include an assessment of the transport needs of the South West corridor and a review of the status of existing and reserved Primary Regional Roads has not yet been completed.

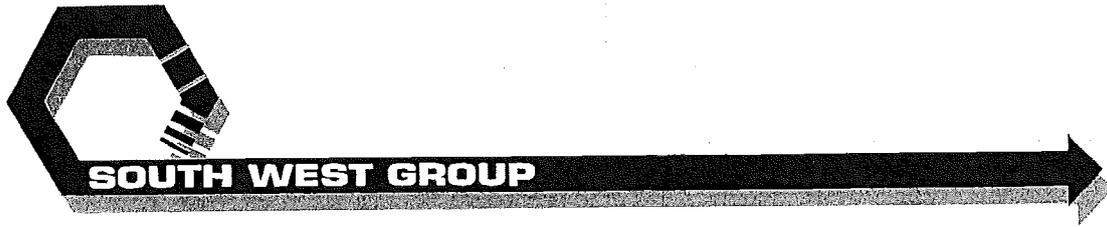
4. The City reiterates its position as previously stated in its submission on the draft Cockburn Coast District Structure Plan in August 2008 that the strategic planning framework for the area should include provision for a dedicated public transport corridor with an alignment mutually agreed upon by the Western Australian Planning Commission, the City of Fremantle and the City of Cockburn to link the structure plan area with Fremantle. Further investigation of alignment options, taking into account the full range of potential public transport modes, should be progressed as a matter of priority prior to conclusion of the MRS amendment process so that any appropriate reservation provisions for this purpose can be incorporated into Amendment 1180/41 if required.

If the Commission has any questions or requires further information on the City's submission, please do not hesitate to contact Sharn Meekel on 94329964 or planning@fremantle.wa.gov.au.

Yours faithfully,



Paul Garbett
Manager Planning Projects and Policy



A Co-operative venture of the municipalities of:
Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

Date: May 12, 2010
Contact: Chris Fitzhardinge (08) 9364 0631
Reference: SWG Cockburn Coast WAPC May 2010

The Secretary
Western Australian Planning Commission
469 Wellington Street
Perth WA 6000

**SOUTH WEST GROUP SUBMISSION
METROPOLITAN REGION SCHEME AMENDMENT 1180/41
COCKBURN COAST DISTRICT STRUCTURE PLAN AREA**

The South West Group broadly supports the development of Cockburn Coast as outlined in the Structure Plan and the redevelopment of the South Fremantle Power Station as the mixed use hub of the redevelopment.

The South West Group has previously expressed concern about the quality of public transport linkages and the adoption of an 800 metre walking distance standard for access to public transport. The provision of three bus/tram/rapid transit stops within an area providing for 10,800 residents is inadequate particularly as the area is being promoted for transit oriented development. Provision should be included for a further public transport route closer to the coast and a target set of having access to public transport within a 400 metre radius. This could be provided by a bus service which would also facilitate family access to the northern beaches within the Structure Plan area.

The Structure Plan should incorporate a transit corridor with geometry that will ultimately be capable of being serviced with light rail.

The District Structure Plan shows strategic access points across the 'Railways' reserve. It is recommended that these crossings be rezoned to 'Urban Deferred', as it is considered that the success of the District Structure Plan will be largely measured by the manner in which it reunites the public with the coast.

By rezoning these crossing points from 'Railway' reserve to 'Urban Deferred' this will ensure that some form of grade separated access is both acknowledged and permitted at these strategic points along the railway line.

The freight rail linkage through Cockburn Coast is crucial for the economic development of the region. The freight line must be capable of handling 500,000 containers a year if the objective of having 30 per cent of Fremantle Inner Harbour container traffic on rail is to be achieved. Crossings over the freight rail linkage should provide for double stacked containers and access to the rail reserve be suitable for heavy equipment needed to deal with the derailment of a train and wagons.

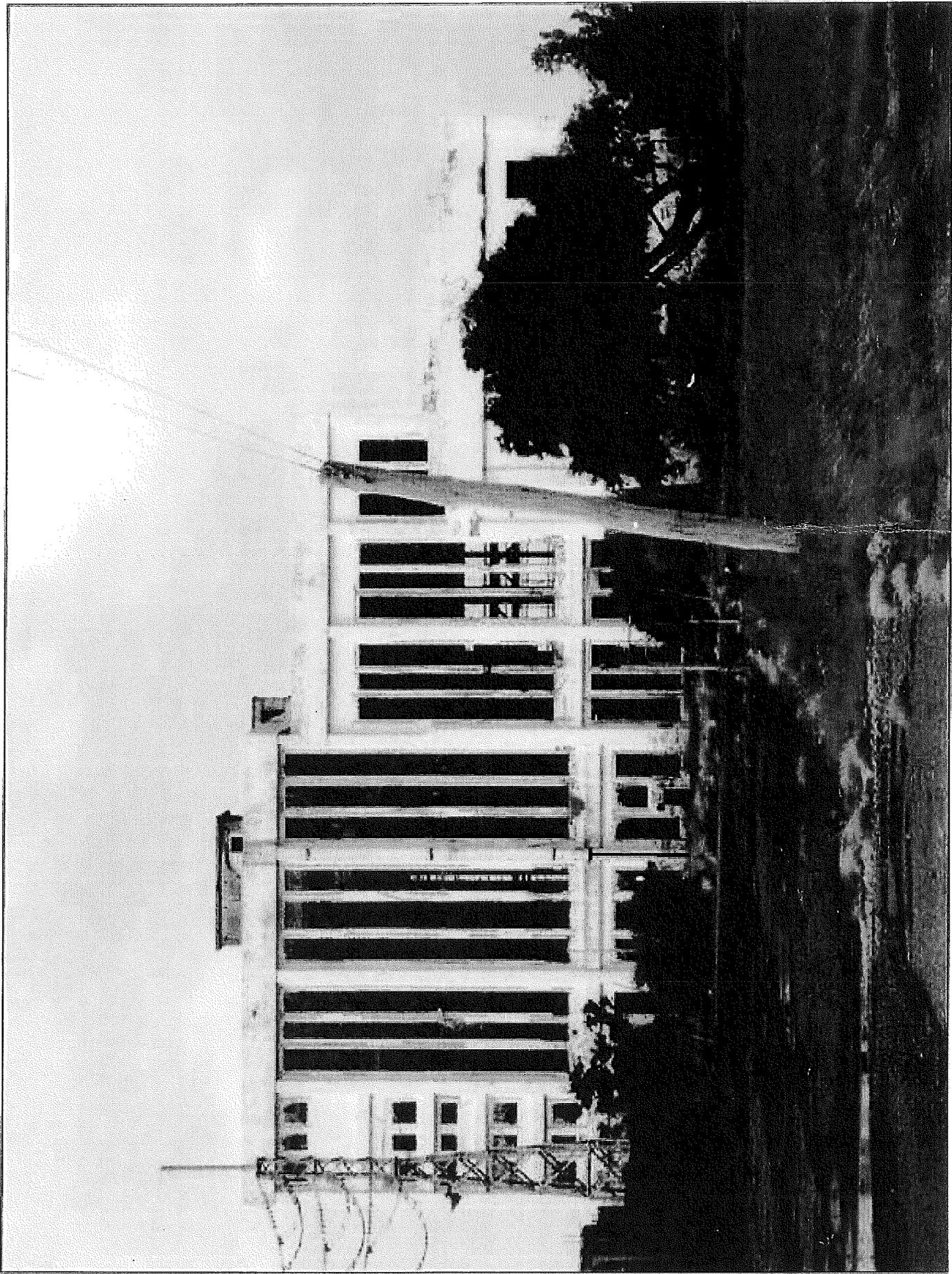
Yours sincerely

A handwritten signature in black ink, reading "Chris Fitzhardinge". The signature is written in a cursive style with a large initial "C".

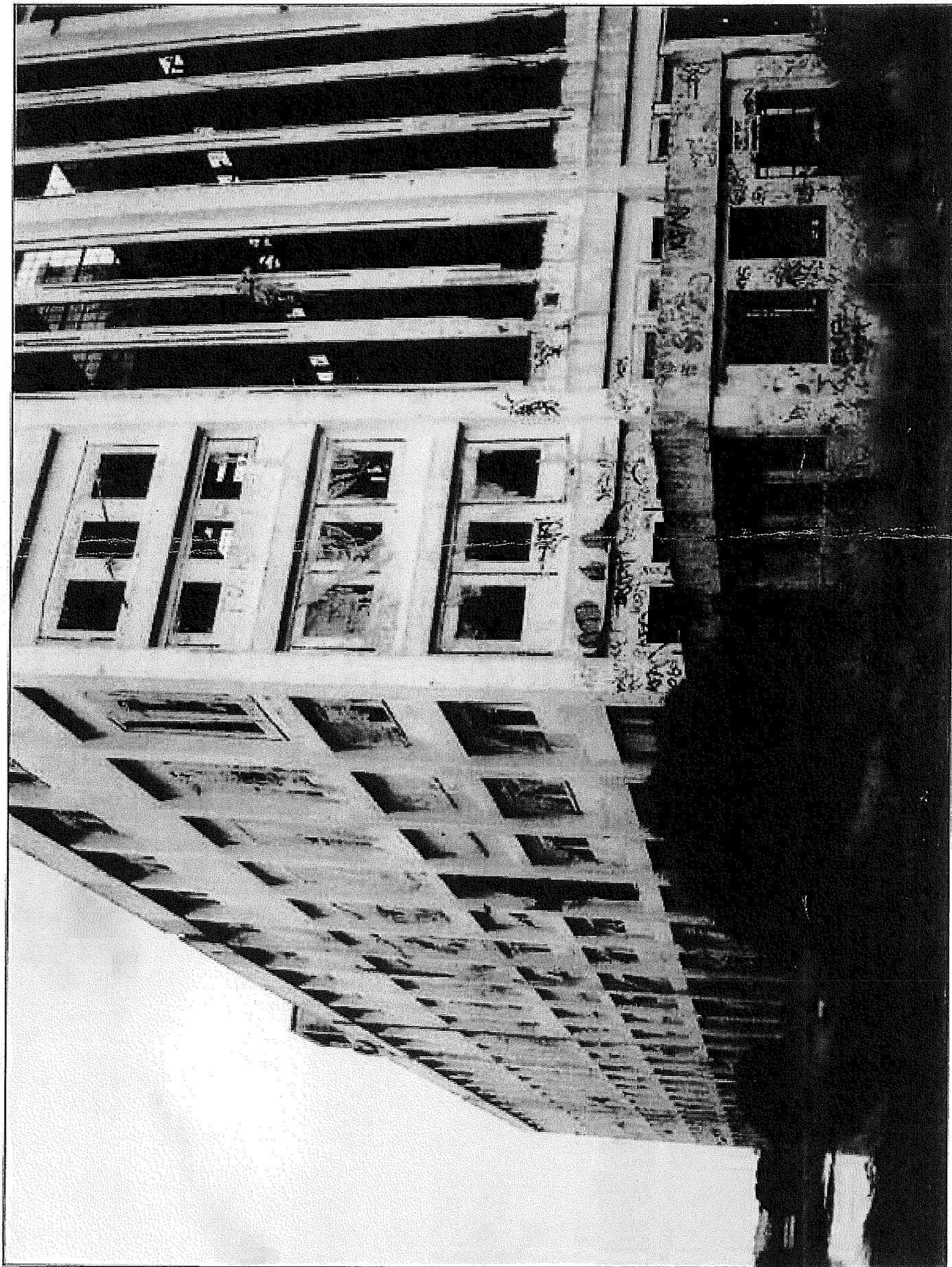
Chris Fitzhardinge
Director South West Group

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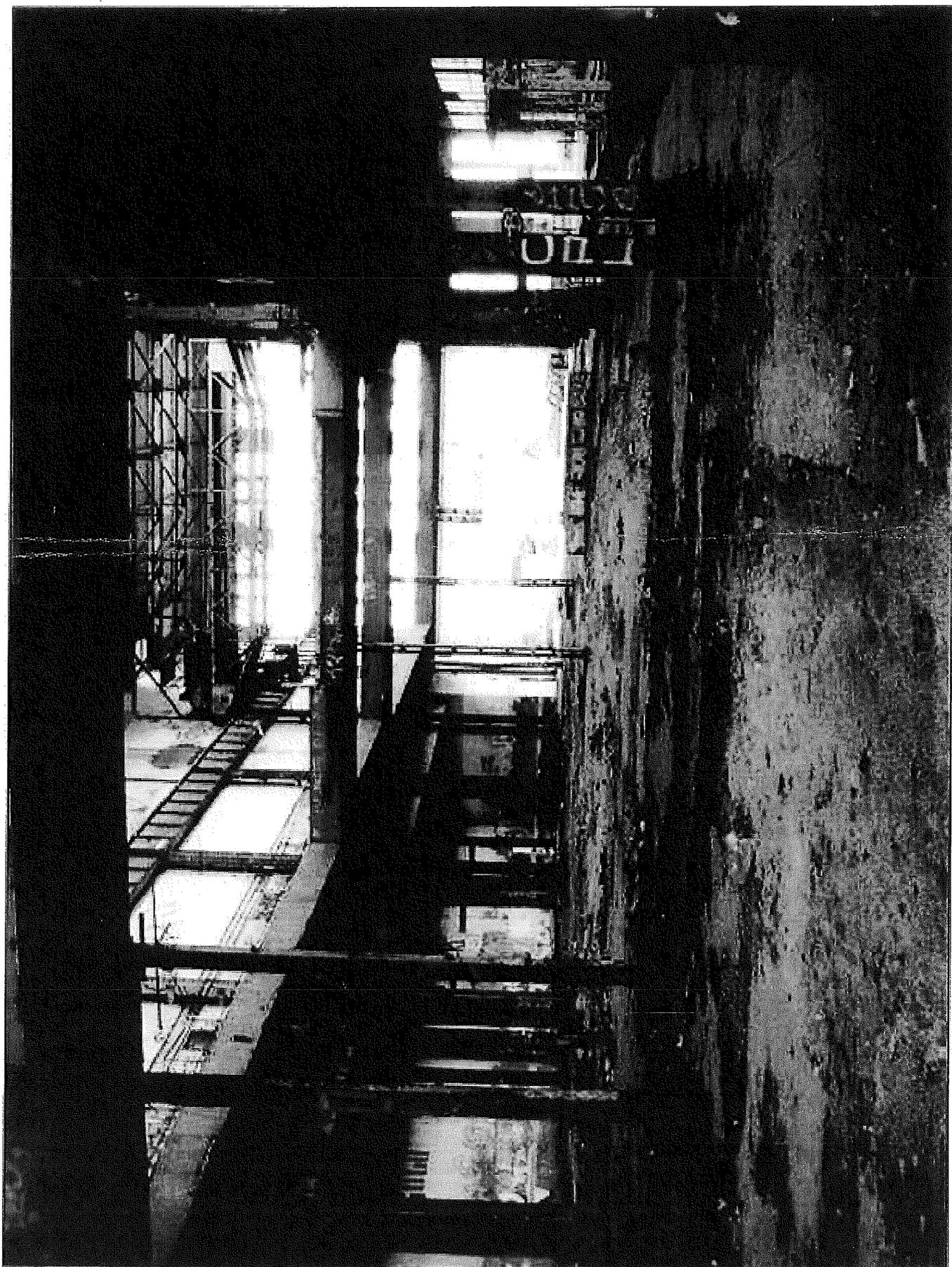
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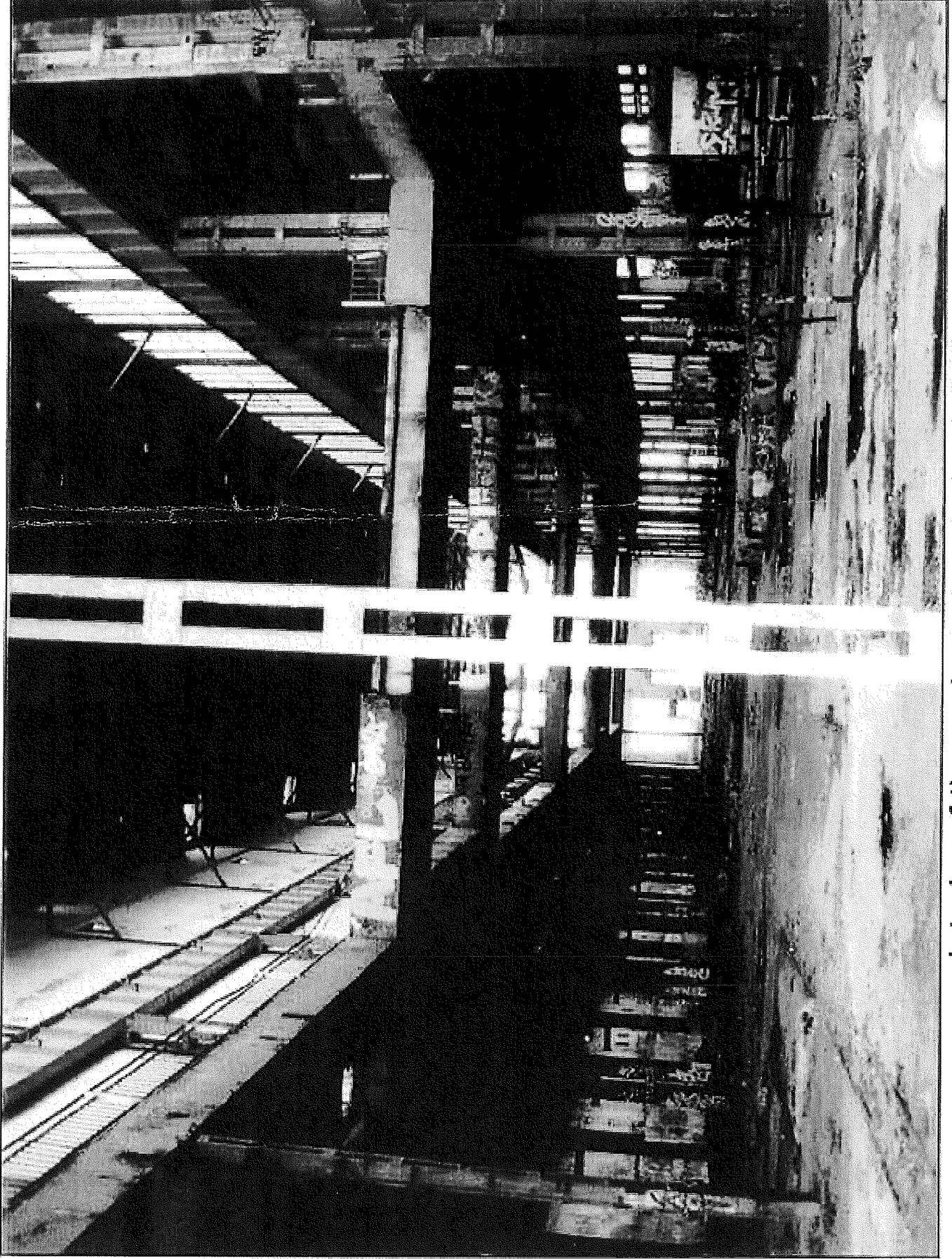
Power Station - Northern Elevation



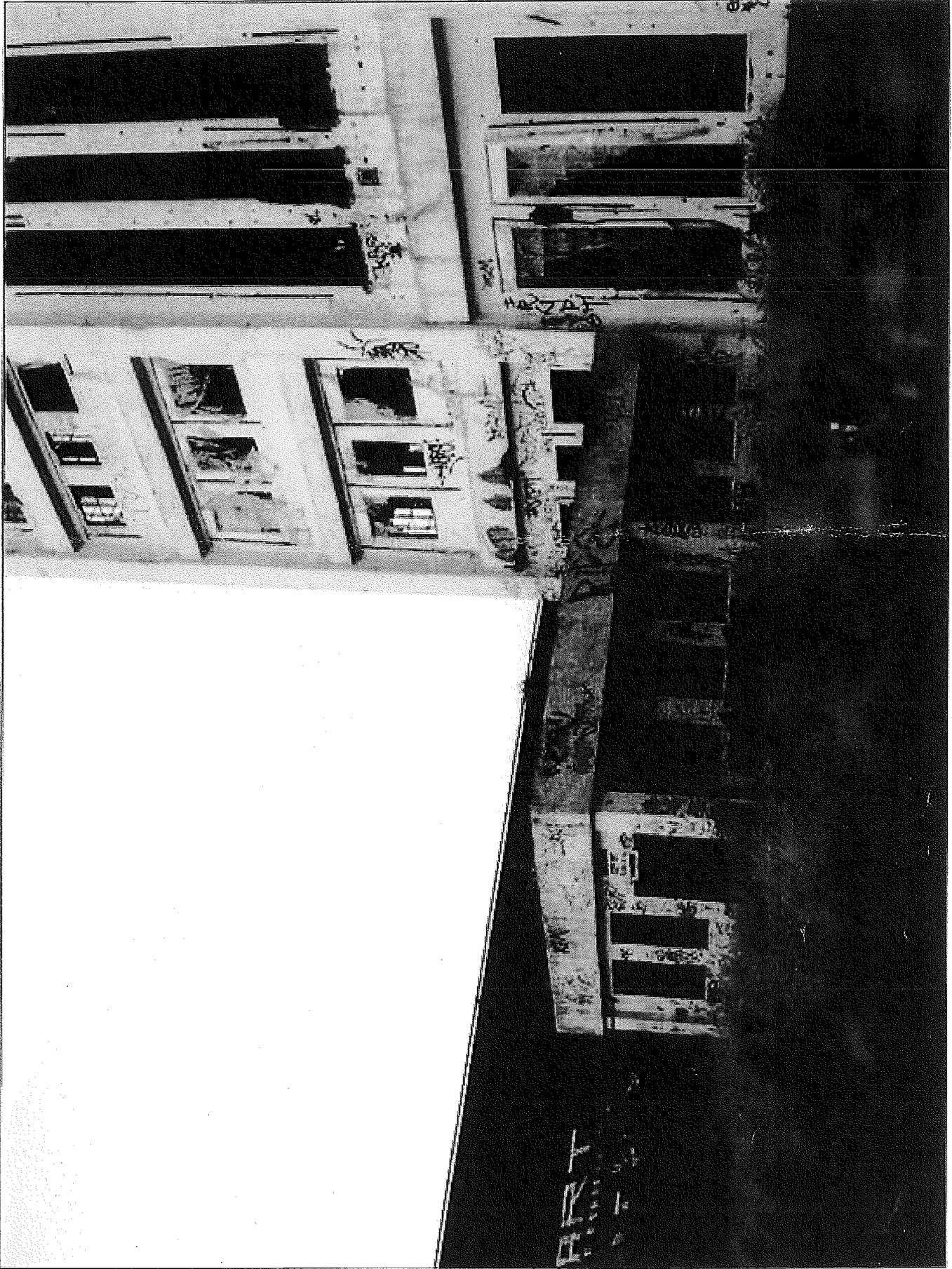
Eastern elevation – main power station building



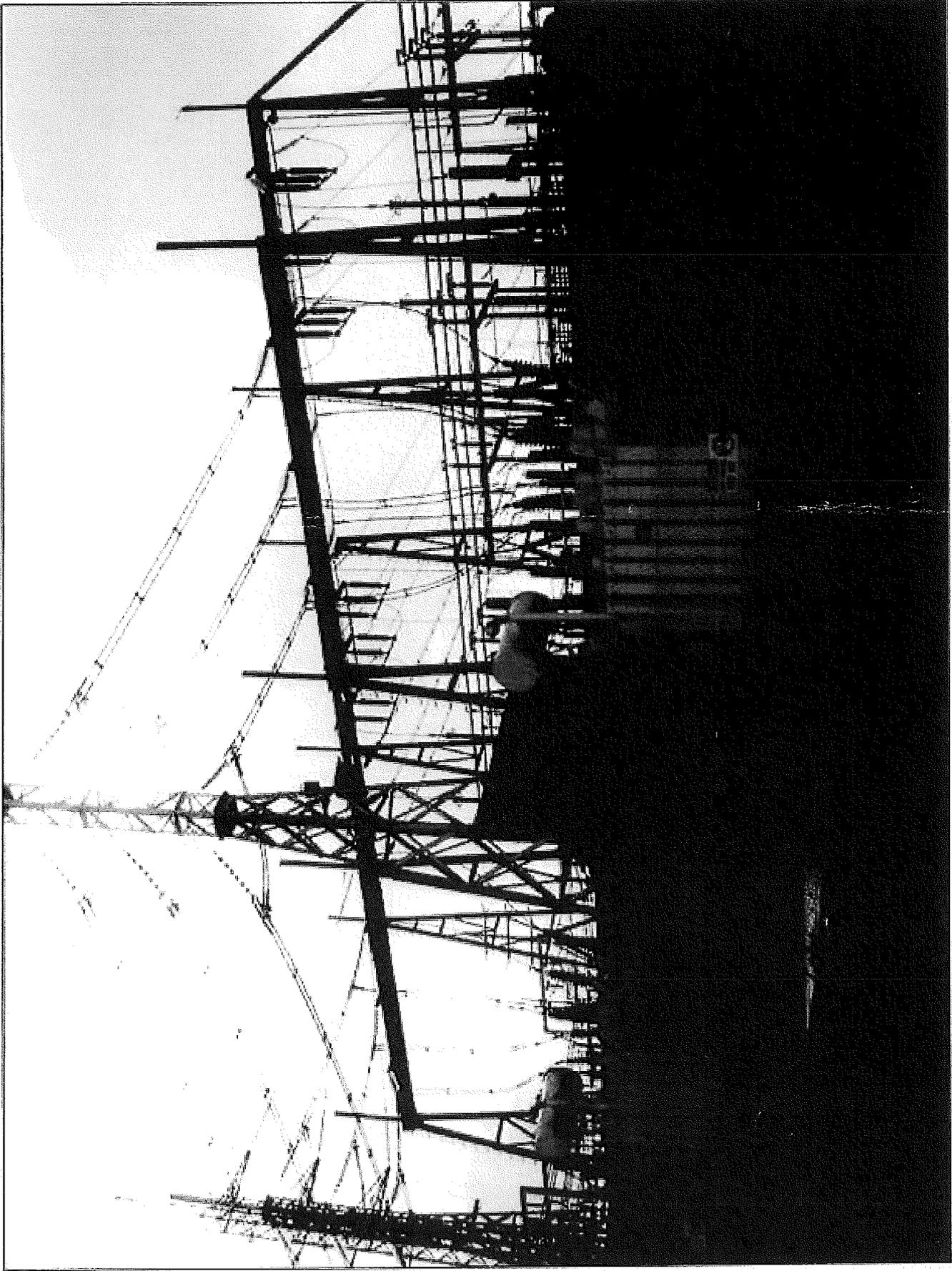
Interior of the main power station building



Interior of the main power station building



Part of southern elevation



Electricity sub-station which adjoins the subject property to the north



Typical interior room in the northern extension building

METROPOLITAN REGION SCHEME AMENDMENT 1180/41

COCKBURN COAST DISTRICT STRUCTURE PLAN AREA

PUBLIC SUBMISSION

Name: Andrew Sullivan

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Interests: Resident of South Fremantle, since 1985
Spokesperson, Coogee Coastal Action Coalition
Frequent recreational user of the area
Professional interest (architect and urban/coastal designer)
Councillor, South Ward, City of Fremantle, 1992-98 & commencing again in 2009.

1.0 ASPECTS OF AMENDMENTS SUPPORTED

The following aspects of the Amendment are generally supported:

- a) Rezoning Industrial zone to Urban Deferred, subject to modifying the DSP to provide for significant increases in population, adequate rail corridors and the protection of the coastal ridge;
- b) Rezoning of South Fremantle Power Station land to Urban Deferred and Public Purposes – Special Use, subject to the resolution of the SEC substation;
- c) Rezoning of a portion of foreshore reserve to Urban Deferred subject to resolving issues associated with the development of a regional beach;
- d) Efforts to reduce the negative impact on the Beeliar Regional Park land (although more changes are needed);
- e) Converting areas of PRR reservation along the ridge to Parks and Recreation and including the same as Bush Forever area.

2.0 ASPECTS OF AMENDMENTS NOT SUPPORTED

The following aspects of the Amendment are not supported:

- a) Retention of the PRR reservations in the amendment area, including the retention of the Roe Highway reservation and the Fremantle Rockingham Controlled Access Highway reservation;

3.7 Upgrade Cockburn Road as the primary north-south road

The main north-south flow of vehicles through the Cockburn Coast area will never realistically carry more traffic than the combined volume possible on Hampton Road and Duoro Road in Fremantle unless it is planned to completely compromise Fremantle's road networks.

If the combined capacity of Hampton Road and Duoro Road is accepted as the upper limits of north-south vehicle movement, there is absolutely no reason why the existing Cockburn Road alignment cannot be designed to accommodate all of the north-south traffic through the Cockburn Coast area.

It is acknowledged that Cockburn Road should be established as an urban road as, indeed the roads in Fremantle are. This does not preclude the possibility of constructing two lanes in each direction while still maintaining all of the features of an urban road (including cycle lanes, parallel parking and an avenue of trees.) while also establishing an appropriate setting for development.

Some adjustment to the road alignment at the southern end of Cockburn Road in the vicinity of the Power Station precinct may be warranted to improve the development of that precinct. If that is done, it may also provide the opportunity to make the by-pass style road around the Port Coogee development more pedestrian friendly. Establishing a more appropriate urban setting for the bypass road around Port Coogee could create a scenic coastal boulevard rather than the highway-like road that currently exists.

A comparison should be made with the Subi Centro development where through traffic has not been seen as problematic, but embraced within the centre. In fact many businesses rely on through traffic for passing trade and exposure. It is possible to have large volumes of traffic flowing through, or directly adjacent to a town centre provided that some streets are traffic calmed and more pedestrian friendly.

If Cockburn Road were upgraded to a "blue road" in the MRS and retained as the main north-south road in the Amendment Area, there would need to be more emphasis on developing the local activity nodes with a east-west direction so that they ran at right angles to Cockburn Road rather than as strip development along it. Similar models of development operate perfectly well at places such as Claremont and Cottesloe that are bordered by Stirling Highway.

3.8 An alternative edge between development and Manning Park

As an alternative to the massive cutting and filling of the ridgeline associated with the "Cockburn Coast Drive", the existing topography of Manning Park should be retained effectively as it is. The fixation with causing maximum destruction to achieve the 'perfect' highway needs to be tempered with an appreciation of the aesthetic and recreational value of retaining the natural topography. The lifestyle question planners need to ask themselves is whether

it is more important to get home 30 seconds quicker versus being able to maintain and access a beautiful place like Manning Park once you step out of the garage.

When the FRCAH/Stephenson Highway network was proposed in the 1970's, there were initial road designs that deviated the FRCAH around the western flank of the main knoll in the centre of the ridgeline, rather than cutting straight through it as is proposed in the current MRS. (The *Coogee Master Plan 1993*, fig ES1, clearly indicates this more sensitive alignment for the FRCAH.)

Even if the remnant section of the FRCAH is going to be constructed, the route needs to be re-worked to treat the function of the regional park and the aesthetic value of the ridge with far more respect. This Amendment does improve the situation slightly by shifting some of the reserve further west. However, the improvement is not significant and fails to protect the significance and opportunity associated with this place.

As noted above, given that the proposed Cockburn Coast Drive should not be used as a way of implementing the FRCAH by stealth, the function of this so-called "Drive" should be to enjoy the scenery, to provide a sensitive demarcation between urban development and the park, to afford better access to the park and to enable the opportunity for development to front on to the park rather than turning its back on it. The road design should be more like a windy road through Kings Park than the drag strip that is still likely due to the retention of the "red road" status.

Some rationalization of the park edge on the lower western flank can obviously be supported to establish a 'better fit' between the park land that is worth including as genuine ridgeline versus that which is further down the slope and may as well be developed. A more curvilinear edge between urban development and the park is likely to be more appropriate than the current rectilinear cadastral edges. This includes retaining the western flank of the large central knoll. Clearly, when the park was established, the western park boundary wrapped around this knoll for a reason and that needs to be respected now that an opportunity exists to delete the remnant FRCAH.

As a general rule of thumb, all of the ridgeline above the 30 metre contour line should be retained in its natural state both in terms of topography and vegetation. The land above about the 25 metre contour line should not be used for redevelopment, except perhaps where it is already privately owned.

A local road should be developed between the park and the developable areas. This road should follow the natural contours as far as reasonably possible, and not involve cutting into the landscape. The road should be a sensitively landscaped scenic boulevard that responds to the topography rather than annihilating it. It should probably be a two lane divided road with on road cycle lanes. It should be landscaped in a way that establishes a sensitive transition between the natural and urban landscapes. Developments should face the road and enjoy the views across to the park. Access to parking areas servicing the park should be provided where the topography permits.

At the very least, the Primary Regional Road reservation should be downgraded to an Other Regional Road Reservation, the reserve width made much narrower similar to Spearwood Avenue, and the reserve located to better reflect the natural contours of the Manning Ridge.

3.9 Implementing the Greenway between Manning Park and Clontarf Hill

The long held community vision to formally reserve the existing greenway between Manning Park and Clontarf Hill has not been realised in the draft DSP and no new Parks and Recreation reservation has been proposed in this MRS Amendment. All of the existing bush land between Bellion Drive and Rockingham Road is proposed to remain available for urban development and regional road construction rather than for Parks and Recreation.

If the “red road” in this areas is retained then the road carriageway should be located as far to the west as possible so that as much of the eastern side of the PRR reserve can be used to form a greenway.

Preferably, the zoning and reserve width for the proposed Cockburn Coast Drive will be significantly downgraded as either a local road or a “blue road” in which case the land currently zoned for red roads can be amended to a Parks and recreation reservation.

There is no suggestion that existing houses are needed to implement the greenway and not all of the road reserve is required either. Groups such as the Friends of Clontarf Hill are quite willing to map a greenway that optimizes the use of land and leaves other land available for redevelopment. On the north side of Clontarf Road much of the land needed for the greenway will remain as PRR in the MRS and it is that land that could made available to form the green link.

The historic Randwick stables and associated cottage, both of which are within the existing PRR reserve, are important places that are connected with the post European settlement of this area. With a little bit of creative planning, this functioning stables and the cultural significance of that place could be incorporated within the Beeliar Regional Park in exactly the same way that caravan parks and boating facilities are incorporated in to the Woodman Point Regional Park.

3.10 Integrated redevelopment of the Power Station

Incorporating the former South Fremantle Power Station building within a Public Purposes reservation is supported. This zoning will provide the opportunity to capitalize on the unique opportunity to develop a highly activated coastal node for the whole region to enjoy. However, to ensure that development around this special precinct responds accordingly, the Government

must make an upfront commitment to a vision and timeframe for the redevelopment of the Power Station precinct.

It is not desirable for the issue of the Power Station precinct to remain in abeyance for any significant period of time. Having a derelict industrial site located at the core of this redevelopment area will result in sub-standard development in the surrounding areas. The value of surrounding land and the quality of developments proposed for that land must suffer if doubt remains about the future of the power station and the switchyards. The need to commit the resources to redevelop this place in a timely manner cannot be overstated particularly if that vision includes a major node of commercial and community based activity and a coastal entertainment zone.

In essence, if there is any expectation that the developers of the private land are to produce high quality sustainable development and urban environments, then the State Government needs to commit to the redevelopment at the core of all of this. At the very least, a structure plan for the Power Station site must be prepared and approved prior to the Urban Deferred land being allocated to Urban.

3.11 Marina at the Power Station to compliment the heritage building

One of the primary community objections to the Port Coogee development was the use of a good section of sea bed and beach for predominantly private housing. However, the Coogee Coastal Action Coalition (CCAC) never objected to the principal of constructing sensitively located marina facilities in the region.

Indeed, CCAC produced three alternative proposals for the Port Coogee and Power Station sites. Two of these proposed that the existing cooling ponds be completely removed and replaced with much larger public marinas. The third proposal also included the removal of the cooling ponds so that the coast could be rehabilitated for use as a regional beach. Those plans still have considerable merit and should have been further developed and incorporated into the DSP.

The cooling ponds and sea walls constructed to serve and protect the Power Station are essentially an eyesore in their current form. The sea wall to the south of the cooling ponds has no cultural significance as it was not directly related to the operation of the Power Station, but was built simply to control the erosion caused by the cooling ponds. While the cooling ponds probably have some cultural significance, they are nowhere near as important as the building itself or the coastline that they destroyed

The value of retaining the cooling ponds for any heritage reasons is questionable as the water body has been largely filled and will soon be lost because of the accretion effects of the Port Coogee development. It is unlikely to be viable or practical to re-establish the original cooling ponds water body or its relationship to the ocean. It is not possible to convert the existing cooling

ponds to serve any boating needs and a contained water body would not be suitable for any public recreation activity involving immersion in the water.

The cultural significance relating to the cooling ponds can best be protected through accurately recording the place and the establishment of some form of interpretative display within a wholly new and sustainable environment. The MRS zonings for this area should be amended to reflect this approach.

The CCAC's proposal to construct a marina in front of the Power Station recognized the fact that the cooling ponds could not be retained but that retaining a functional water body in front of the building was still highly desirable to retain a water frontage for the power station building. A contained water body in this location would provide an appropriate setting for this historic building and could include some interpretative understanding of the function that the cooling ponds played in the generation of electricity. Constructing a marina was considered by CCAC to provide a better heritage outcome than simply removing the cooling ponds and establishing a foreshore reserve to the west of the Power Station.

If a water body is not retained in front of the Power Station, the foreshore setback to the existing building will be at least 180 metres although this is likely to accrete as sand continues to be trapped by the new Port Coogee breakwaters. In essence, the foreshore area in front of the Power Station will be so wide that there will be a temptation, if not an expectation, that new buildings should be built between the existing structures and the ocean. Sadly that would serve to erode the important historical relationship between the building and the ocean water that it relied upon for cooling.

3.12 Recreational boating facilities at the power station

The prospect of building a marina at the Power Station is not just related to enhancing the conservation of the place but is in response to genuine recreational boating needs. The CCAC predicted that, based on existing per capita boat ownership, some 850 boat pens would be needed along the Cockburn Coast. This was based on the predicted growth in the hinterland that is likely to accommodate an additional 100,000 residents. This does not take into account the additional increase in demand for more boat pens to serve the northern suburbs. Only 300 of these required pens are being provided at Port Coogee, requiring another 550 additional pens to be found.

An assessment of the region demonstrates that there are only four sites capable of accommodating additional boat pens without resulting in unacceptable damage to existing beaches, namely:

- a) Inclusion of boat pens adjacent to the existing Woodman Point boat launching ramps within the existing Jervoise Bay harbours, including the possibility of re-excavating the site of an earlier oil rig construction (this does not form part of the current proposed upgrade of this area);

- b) Replacing the existing cooling ponds and seawalls at the Power Station with a new marina;
- c) Expansion westward of facilities as part of the Three Harbours proposal in Fremantle; and,
- d) Developing a new recreational boating harbour at Rous Head (now mostly stymied by Fremantle Ports recent land reclamation at Rous Head).

Other suggested sites have included the north side of Woodman Point, the expansion southwards of the Three Harbours at Fremantle and a development of a new marina at Swanbourne Beach. However, these three proposals cannot satisfy the State Coastal Planning Policy and are strongly opposed by the community.

It is highly desirable that the boating demands be satisfied at sites that comply with the State Coastal Planning Policy requirements and have community support. Failure to plan for a positive outcome is effectively making a decision that will result in significant coastal planning conflict in the future. That is, to not take advantage of the opportunities like the one that exists at the Power Station will make it far more likely that inappropriately sites for marinas will be considered in the future and more good beaches will be lost unnecessarily. Planning for a marina at the Power Station now will essentially remove the prospect of more controversial plans ever eventuating elsewhere.

The Power Station is constructed on very low-lying ground because it needed direct access to the sea water. The reality of sea level rises makes the future of this building dependent on engineered protection against storm surges. The existing sea walls and cooling pond groynes are not well constructed and already showing signs of deterioration. They have not been designed with long-term sea level rises in mind and sooner or later these structures will need to be upgraded or even completely rebuilt. Hence, there will be considerable capital expense required to create new or improved sea walls. That is, retaining the sea walls 'as is' will actually require a considerable cost. As such, it would be far more appropriate if the cost of rebuilding the sea walls and providing ongoing coastal protection to the Power Station provided some additional benefit such as additional marina facilities.

It is understood that DoT's coastal facilities planners may have raised some objection to the Power Station site being used for a marina. However, it is also understood that these objections relate primarily to the inclusion of boat launching facilities in this location. It is accepted that including boat launching facilities and boat stacking alongside either residential developments (Port Coogee) or a high-density development node would be inappropriate. In any case, the expansion plans for the Woodman Point ramps include such facilities, and thus providing duplicate facilities at the Power Station is not necessary. What is necessary is the creation of more boat pen facilities.

The construction of a marina in front of the Power Station creates a kind of symbiotic relationship. The redevelopment of the Power Station as a regional node of public activity would be significantly enhanced by the draw card affect

that a marina would create. Likewise, the Power Station would provide the type of majestic backdrop to the marina that is enjoyed by other well-known dockland and harbour developments around the World. Some commercial, tourism and entertainment land uses could be developed on the north and south flanks of any new marina which would act to frame the new water-body and generate a protected microclimate along our otherwise hostile coast.

Allowing marina related commercial, tourism and entertainment land uses to be developed over what is currently sea bed and foreshore reserve will in effect free up existing land on the north, east and south sides of the Power Station to be used more predominantly for general urban development. The marina, while costly, would effectively allow for the generation of a higher economic yield and residential population around the Power Station. This is the one part of the study area where an increase in the intensity of development and the density of population is highly desirable.

A marina is also likely to generate a far more intensive level of public activity all year round compared to a conventional beach. Consequently, developing a marina is also more compatible with the development of a vibrant activity centre. A marina may include coastal tourism, education and institutional land uses. That in turn could generate more opportunities to redevelop the Power Station and may be the ingredient needed to provide a reasonable quantity of public usage within that important building. Co-locating a marina with the Power Station may be just the ingredient to enable this important landmark to be enjoyed by the public for generations to come.

The MRS should be amended to include appropriate zonings suitable for a marina to the west of the Power Station site.

3.13 Establishing a regional beach

A regional beach can be defined as an urban coastal node that accommodates intensive beach usage. It will also offer a broad range of facilities for public recreation and entertainment such as parklands, restaurants, bars and cafes, surf life saving clubs and other passive and active recreation facilities. A true regional beach should also be backed by a medium or high-density urban environment that is complimentary to the vibrant activities that should occur at such a beach. Using this definition, the first regional beach south of Fremantle is located at Rockingham.

One of the difficulties of developing a regional beach along the metropolitan coastline is the fragile nature of the sandy coast and the uninviting nature of the prevailing sea breezes. West facing sandy beaches like those at Coogee cannot sustainably accommodate urban parklands and boardwalks unless they are protected by wide sand dunes, or where the topography permits, retaining walls (like those at Cottesloe). Removing the sand dunes to make way for buildings and public facilities located very close to the beach will always end in failure along such fragile coasts. Either the sand drifts become unmanageable and unsustainable or the buildings are incapable of withstanding the hostile

environment, or most often both. Yet, there remains a desire to develop regional beaches like those that exist in places like Bondi in Sydney or Rio de Janeiro in Brazil.

The CCAC correctly identified that there were only two sites capable of being developed as regional beaches along the Cockburn Coast and the first of those has now been destroyed as part of the Port Coogee development. The other location is at the Power Station or immediately north of it, i.e. at the C.Y. O'Connor Beach. All the other sections of coast between Fremantle and Woodman Point are unsuitable for use as a regional beach because they either lack adequate foreshore reserve and access, they are not backed by urban development or are separated from it by a rail line, or the beaches are part of the conservation estate associated with the Woodman Point Regional Park.

The draft structure plan identifies a "high amenity beach" to be located between the Power Station and the Port Coogee Development. As noted above, that area would be better used for urban development with a marina located to the west. However, if that concept is not taken up, the site selected for what is effectively a regional beach is far from ideal because it is flanked to the south by low density residential land uses with no prospect of mixed use, commercial or entertainment activity. Regional beach land uses such as surf clubs and cafes will be in conflict with this low-density private housing. As such, either the northern portion of Port Coogee needs to be re-planned immediately, which is unlikely, or the regional beach needs to be centred around an area slightly further north at C.Y. O'Connor beach.

The draft DSP correctly includes a section of mixed-use development located behind the southern part of C.Y. O'Connor Beach and allows for a reasonably adequate coastal setback of about 200 metres. However, this section of beach suffers from all of the usual problems associated with a west facing sandy beach as noted above. It does not enjoy the raised topography that exists at Scarborough and more notable at Cottesloe. Any development behind this beach will not fully benefit from panoramic coastal views. At the street level of this proposed development, the public will be looking into the back of the necessary sand dunes, as is currently the case.

The marina plans produced by CCAC provide the solution to the problems associated with both the low density residential development in Port Coogee and the low lying sandy beach just north of the Power Station. A marina in front of the Power Station could incorporate a hook groyne on its northern side to enable the creation of north and north-west facing beaches. These in turn would provide the opportunity to have some sections of foreshore reserve that are not reliant on sand dunes for protection from the sea breezes. These more sheltered sections of beach could be developed with parks, boardwalks and development set immediately behind a sandy beach. As they would be backed by new development rather than by Port Coogee housing, the new development could be tailored to compliment the function of a regional beach rather than being in conflict with it. (A similar concept was included in the new Mandurah Ocean Marina. However, it would be better if the relationship between the

beach on one side and a marina on the other was far more direct and provided for continuous public activity at the street level).

In terms of including the marina and north-facing beach in the structure plan, an area should be defined in the DSP to identify the general limits of the sea walls and hook groyne. That area could be defined by the existing McTaggart Road alignment to the north, the Port Coogee marina to the south and distance offshore of about 400-500 metres. The north-facing beach should generally be designed to be south of the existing McTaggart Road alignment and south of the McTaggart road groyne (which should be removed).

Limiting the northern extent of the marina will be necessary to ensure that there is no net loss of beach. The length of the new north-facing beach should be no less than the beaches lost to the new marina. Also, the relationship between the northern extent of the marina and the possible reconstruction of part of or all of Robb Jetty needs to be considered. If the northern limit of the hook groyne is contained within the area nominated above, it will enjoy a comfortable relationship with Robb Jetty. Indeed, such an arrangement could provide the opportunity to create a sheltered beach that was also protected by a stinger net that would be a real draw card for the community.

3.14 Land use requirements adjacent to the foreshore reserve

In establishing a regional beach, care needs to be taken to ensure appropriate land uses are developed at the street level immediately abutting the foreshore. While residential above the street level is appropriate, a regional beach should include a reasonable quantity of commercial and entertainment activity fronting on to the foreshore. It is therefore necessary to define the foreshore zone that will become the regional beach and to tailor the land use zoning adjacent to that accordingly.

As a general rule, the length of a regional beach is unlikely to be any greater than about 400 metres because there is a need for the activities to be concentrated to achieve the right vibrancy. This length is also considered to be a reasonable distance for pedestrian activity.

The DSP currently indicates mixed-use activity at the Power Station and the adjoining land up to the north up to McTaggart Street. To achieve the critical mass of complimentary commercial and entertainment activities for the regional beach, the mixed-use zone should probably be extended to the new development area north of McTaggart Road.

More importantly, the structure plan should emphasize the necessity to ensure that detailed planning of the development fronting the foreshore should occur through the development of local structure plans and/or a development plan contained in the Town Planning Scheme. The commercial and entertainment uses at the street level need to be mandatory in planning terms. This is essential to ensure that the 'default' development of residential at the street level does not occur. These mandatory land use requirements must be locked in prior to any

of this land being released to private developers. The need to do this planning should be specifically identified on the district structure plan.

While the proposed MRS amendment includes a area of development west of the railway, it is inadequate in size and is poorly connected to the Power Station precinct to be capable of properly activating a regional beach. This is exacerbated by the retention of such a wide strip of Parks and Recreation land immediately north of McTaggart Road and the retention of the SEC & SU reserve.

3.15 East-west green link between the foreshore and ridgeline

Establishing public open space linkages between the beach and the ridgeline is a commendable goal. Given that both the foreshore and ridgeline are regionally important conservation areas, it would be desirable to retain at least one wildlife corridor linking these areas. That would require a wider footprint than any of the current links indicated. It is suggested that the two main open space links be merged into one much wider link roughly coinciding with the northern extent of the new Urban Deferred zone west of the rail reserve.

The McTaggart Road alignment should be used as a more urban link between the ridge and the foreshore. This linkage is suggested for a number of reasons, including:

- a) It incorporates the large open space areas already proposed to be set aside north of McTaggart Road;
- b) The distance from Cockburn Road to the main knoll (which should be protected as noted above) is comparatively short, thus keeping the land area required for the link to a minimum;
- c) It incorporates the existing high voltage transmission lines that would require open space underneath in any case;
- d) It would connect one of the prominent lookouts in Manning Park to the point along the coast where a regional beach can be developed.

3.17 'Sinking' the rail line

Any proposal to sink the rail line behind the Power Station, or at least to allow developments to be built over it, is commendable. The location of the rail line is a major physical barrier that makes integration of the urban development more difficult. It divides the developable areas in half and separates a large part of the Urban Deferred land from the foreshore. The opportunity to mitigate these negative impacts presents one of the major challenges for the planners of this area. The DSP failed to provide resolve the problems and so much more needs to be done before this area is given over to Urban development.

In broad terms, there is a need create a situation where all of the rail operations (both freight and any future passenger rail) occur below the finished ground

level of the new urban precinct. This can be achieved by either sinking the existing rail line or raising the surrounding ground levels, or a combination of both. In the first instance, a technical decision needs to be made at the earliest possible stage of planning to determine what is the most pragmatic way of achieving the desired outcome, taking into account the relationship of surrounding levels especially at the Power Station.

In the southern areas, raising the ground levels may make more sense whereas in the northern areas, sinking the rail line would seem more pragmatic. The most important part of the exercise will be to consider the topography of several east-west transects relative to the Power Station to determine the best overall outcome.

The emphasis should be to have McTaggart Road, and all the roads down as far as the Port Coogee development, to cross over the rail line. Obviously, the surrounding development would need to be at the level of these roads. Taking into account that most developments in this area are likely to include full basement car parking, raising all of the roads by about 3 metres would seem to be a good start.

The DSP failed to resolve these issues and the plan did not adequately identify proper planning mechanisms for delivering the best solution. In this context, to proceed with the proposal for Urban Deferred seems premature. Of greater concern is that the width of the railways reservation remains unaltered and if the current amendment is adopted, the options to improve the integration of rail within the development will be lost.

3.18 Relocating the rail line

It has been greatly disappointing to witness so much redevelopment of the South Beach and Coogee areas without any clear planning strategy in place to deal with the planning barrier between land and sea created by the rail line. Had a properly integrated vision been considered just tens years ago, the rail line could have been realigned inland starting as far north as Duoro Road. Had this been done, it would have enabled about 50% of the North Coogee area to be located on the west side of the rail line where it would be directly connected with the foreshore. The cost of relocating the rail line would have been offset by the significant increase in land value achieved by such a move. More importantly, the whole community would have benefited by such a visionary move.

However, in principle, it still remains feasible to realign some of the rail line to the east starting at Rollinson Road. The aim would be to shift it to an alignment roughly coinciding with Bennett Avenue and then following that alignment up to the existing Cockburn Road alignment. By selecting this alignment, the new rail line could be lowered at an acceptable gradient so that by the time it reached the proposed park north of McTaggart Road, it could be fully below ground thus achieving the outcome desired around the Power Station. South of the

McTaggart Road, the rail line would commence its ascent back up to the existing grades at the cuttings where it heads east.

The new alignment would provide the opportunity to sink the rail and make space for a future passenger rail at the same time. It would enable this work to occur without major interference to the operation of the existing freight line. But most importantly, it would significantly increase the developable land located between the rail line and the beach adding significantly to the quality of the overall development. This value-added land is premium land located around the Power Station, adjacent to a regional beach and connected to a marina (hopefully a proper marina).

Surely, the idea of relocating and sinking the rail line warrants a detailed analysis to prove the viability of the vision. As a first 'guesstimate', the relocation between Rollinson Road and McTaggart Road would generate about \$30 million dollars of additional value to this 'brown-fields' site simply by locating an additional 15 hectares west of the rail line rather than to the east. It would also free up an additional 1.5 hectares of excess foreshore land that could be used for urban development, adding another \$7 million to the value of the brown-fields site. It would seem that the proposal is likely to be at least cost neutral and the benefits to the overall end product would be significant. The cost benefit of sinking of the rail around the Power Station would seem to be so self-evident as to not require justification.

3.19 Passenger Rail

Without doubt, one of the most disappointing aspects of the draft structure plan is the failure of government to commit upfront to the development of a passenger rail line through the study area – one that links it to Fremantle to the north and Cockburn Central to the south-east. In terms of modern sustainable planning, it is simply unimaginable to allow this development to proceed without having a rail option planned and operational as part of the early stages of development. When other developments at Port Coogee, the Watsonia site, Phoenix Shopping Centre, all of the new suburbs to the east, and Cockburn Central are factored in, the failure to incorporate rail would be inexcusable, if not criminal.

It is not true that development will respond to the proposed bus network in the same way that it would respond to a passenger rail line. Rail, whether light or heavy, is the only transport option that will warrant the significant increase in development expenditure required to achieve a quality high-density coastal city. Rail is also the right transport option when one considers the overall public transport network of the metropolitan area.

Clearly there is a need for a rail link between Fremantle and Cockburn Central (or alternatively Murdoch), and possibly between Fremantle and Armadale. In terms of a logical rail hierarchy, it would seem the Cockburn Central line should probably be an extension of the existing Fremantle heavy rail line, but light rail would be acceptable given the logistical problems in the Fremantle CBD.

The MRS amendment fails to provide any additional width to the railway reserve. The rail reserve must be widened to ensure it can accommodate two lines for passenger rail and a separate freight rail line.

3.20 Overall population

It seems that the goal of achieving an overall population along the Cockburn Coast has fallen significantly short of the 20,000 residents that the previous Minister for Planning had initially set as the target. This is greatly disappointing given the quality of lifestyle that this development site offers and how few will ever get to share in it. Such a fantastic site needs to be shared by as many new residents as possible.

Much of Fremantle and almost the whole of Cockburn is set aside as family capable housing and yet only 30% of the population actually need that type of housing. Furthermore, the new developments at Port Coogee and South Beach are still largely wedded to provide large areas of low-density housing. The Cockburn Coast site is the last remaining coastal site in the region and as much of it as possible should set aside for higher density living.

Without the benefit of the detailed planning analysis it is difficult to make suggestions for improving the overall population levels. That said, replacing much of the land currently set aside as a "red road" reservation with Urban Deferred instead could generate another 3000 households. Suffice it to say, this issue needs to be explored in much greater detail and the aim of achieving the higher population target taken more seriously. Indeed, it is questionable whether the WAPC should allow any of the area to be rezoned to Urban Deferred until such time as the DSP provides for a better utilization of this special piece of land.

END

Submission on the MRS amendment for the Cockburn Coast District Structure Plan.

from
Jon Strachan

14th May 2010

Cockburn Coast Drive.

I do not support the inclusion of the Cockburn Coastal Drive CAH in the MRS amendment, and believe the existing road reserve in that location should be removed.

As the report states this road reserve has been on the MRS since 1973, when it was positioned to connect with the Fremantle Easter Bypass (FEB), at a time when the Hepburn Stevenson Plan was the guiding document for transport infrastructure in the Perth metropolitan area. Network City was the first step to turning Perth away from being a car orientated city to that of transit city, Directions 2031 continues this vision. The Hepburn Stevenson Plan was a document of its time and has no place in inner city Perth in 2010. It also needs reiterating that the FEB has been deleted. Cockburn road was downgraded, redirected through Henderson and given lower speed limits specifically to turn it from a coastal distributor road to a local road. It is no longer the Fremantle to Rockingham Highway, Stock Road performs that role. I see no benefit in returning to the past, with all the congestion problems it would create. Rockingham Road is, and should stay a local road servicing the residential coastal zone from Fremantle to the industrial hub in Henderson. A controlled access Highway would attract the heavy truck traffic that has been successfully encouraged to use Stock Road, this heavy traffic would flow north to the bottleneck which is Hampton Road, resulting in pressure being brought to revisit the FEB, or turn Hampton Road into a pseudo FEB. It could be speculated the inclusion of the CAH is to reignite the FEB.

Transit Infrastructure.

This land is ripe for development, development that reflects the aspirations of Directions 2031, development that is transit orientated. I can think of no development site in the metropolitan area that is better placed to become a TOD. Once the land is subdivided and sold the opportunity will be lost, transit infrastructure corridors and commitment to infrastructure must be introduced in the conditions at Urban Deferred level, waiting until it is rezoned to Urban is inappropriate. There is merit in extending the current rail reserve to include dedicated transit infrastructure. A visionary plan would be developing this land in combination with rerouting the heavy rail away from coastal medium density residential land, and extending the passenger rail from Fremantle Station to the old South Fremantle PowerStation, the proposed hub of the development area. While it may be put that a coastal rail service has reduced catchment, it would provide transit for beachgoers, vastly reducing the parking pressures at the beach. If a transit route further east is considered appropriate it should be reserved as such, saying Cockburn Road may become a transit route in the future is not good enough.

Active Open Space.

Implicit in medium and high density development is a requirement for open space for both active and passive recreation. If the CAH is not built, then Beeliar Park could act as passive space to the east, as would the beach to the west. Active POS however is not catered for, claiming the school grounds were adequate, as suggested at a workshop on the structure plan is unfounded. Community health and wellbeing is directly linked to physical activity.

South Fremantle Power Station.

This building has the potential to be a world class centre, as such the proposed rezoning is supported. The adjacent switchyard is a problem and a remnant from the power station's generating life. As such there is no technical reason it should stay in its current location. The cost of moving it should be integrated into a review of the grid system demands in the region. Priority should be given to this area becoming a pilot for a 'Smart Grid'.

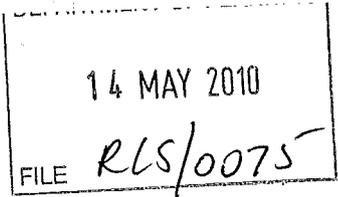
Conclusion.

This land has been identified as appropriate for medium to high density sustainable development; inclusion of a new CAH does not fit with that intent and should be removed from the scheme amendment. This area is the prime site in Perth to develop a high quality TOD, therefore transit infrastructure must be mandated at this stage; waiting until the next stage of the zoning process will miss valuable opportunities. The old South Fremantle Power Station should be at the hub of the development and central to any transit plans.

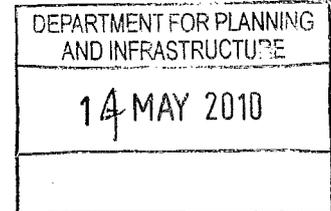
Planning for this area should be integrated with the region in terms of infrastructure renewal and applying best practice sustainability in terms of smart power and transit options. Impacts and opportunities offered by Fremantle should be more prominent.

Jon Strachan

SUBMISSION
Metropolitan Region Scheme Amendment 1180/41
Cockburn Coast District Structure Plan Area



Secretary
Western Australian Planning Commission
469 Wellington Street
Perth WA 6000



To Whom It May Concern

AMENDMENT TO MRS – COCKBURN COAST PRECINCT

This submission is made in response to the recent advertisement seeking further comment to the proposed MRS amendment, specifically the Cockburn Coast District Structure Plan Area. I make this submission as a Director of South Beach Pty Ltd, owner of the following holdings:

- 17 Cockburn Road, North Coogee
- 123 Cockburn Road, North Coogee

The above lots form part of Precinct 2 – 'Hilltop' and comprise circa 3.4ha.

In general we support the District Structure Plan concept and the inclusion of a Local Activity Node, Mixed Use, & Residential uses on the abovementioned sites. However we have major concerns regarding the proposed implementation of the concept, specifically relating to the following:

Timing

There is nothing fundamentally new about this proposal, in fact negotiations commenced in 2004 on the same topics. Following the endorsement of IP33 in 2006, and subsequent structure plans, very little has happened. As a result many landowners and other stakeholders have lost confidence in the vision, something that needs to be immediately rectified. I raised my concerns at the recent Landowner Briefing (08/05/2010), and there appeared to be little opposition to my views from either other landowners or relevant planning bodies. There needs to be swift and decisive action on the outcomes that need to be achieved and the most efficient way of meeting them.

I propose all relevant stakeholders reach agreement on what needs to be done and commit to a critical path. All the information is available and there is no reason why this can't be done in the next 2-3 months. The outcome will be one timeline that is made publicly available setting out steps. As it stands every authority involved has a rough outline but lacks consistency and accountability. A representative body (preferably Landcorp given their stated desire to achieve final outcome in an efficient and timely manner) would be responsible for preparing a monthly update detailing what stage items are at in relation to the agreed timeline. Any party operating outside of set parameters will be identified and questions asked. This seems a logical and easy way to approach the situation.

Further to this there would be open meetings every three months chaired by the representative body, thereby providing the opportunity for questions to be raised and issues worked through to the benefit of all involved. This would also be the appropriate forum to discuss cost contributions and other items as they arise.

Notwithstanding best attempts to create an inclusive process with all precinct landowners, their non attendance and involvement should not delay the implementation of the macro infrastructure.

Urban deferred versus urban

In contrast to previous statements made the WAPC is seeking to rezone the land to 'urban deferred'. This is clearly an unnecessary step in an already lengthy process. The three reasons identified in the Amendment Report relate to the following:

1. Adjustments and refinements to City of Cockburn's local planning scheme;
2. District Water Management Strategy being prepared
3. Provision of infrastructure master plan

We have no argument to the importance of these items, however why can't they be completed in parallel with the usual local structure planning items associated with an 'urban' rezone? This would make more sense, save time, and get stakeholders once again interested in the concept.

It is also worth noting that in the 2008 version of the DSP the proposal was a direct rezone to 'urban'. Somehow, without landowner consultation, authorities decided to move the goalposts and push for 'urban deferred'. As a direct result of this land prices have diminished given the lack of clarity on when/how milestones will be met. This needs to be urgently rectified, and an 'urban deferred' zoning will not do this.

SUMMARY

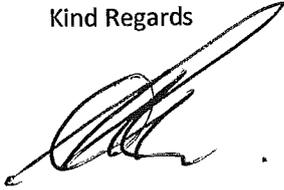
In conclusion, the following items need to be addressed:

- Formalising a representative body to steer the project
- One timeline that all relevant stakeholders are in agreeance with;
- Monthly operating report with items resolved/arising – prepared by representative body;
- 3 monthly meetings – run by representative body;
- While we are supportive of the DSP in its current form we believe an 'urban deferred' rezone is an unnecessary step and would instead favour a direct change to 'urban'.

Subsequent to the items above, as per Landowner Meeting (08/05/2010) Landcorp and the WAPC both encouraged attending stakeholders to operate alongside authorities to achieve the mutual ambition of successfully redeveloping the subject area. Given South Beach Pty Ltd's land holding proximity to Landcorp holdings, and the adjacent 'Local Activity Node', our involvement in the earlier stages of the project alongside Landcorp should be considered. Please make note of our request and desire to be involved from this preliminary stage.

We thank the WAPC for the opportunity to submit, and welcome feedback and look forward to being part of this exciting project. If you have any questions please do not hesitate in contacting me directly.

Kind Regards

A handwritten signature in black ink, appearing to read 'A.L. Ruse', written in a cursive style.

A.L. Ruse

Director, South Beach Pty Ltd

alruse@optusnet.com.au

0418 942 933

PO Box 528
Cottesloe, 6911

1. LAND: Being coastal, near to Fremantle and with high transport potential, all land between South Fremantle and Port Coogee west of Manning Park is too valuable to use in any way other than high-class residential.

2. BUILDING HEIGHT: A distributed proportion of building up to 16 stories high would be acceptable, so as not to form excessive shadows, wind tunnels, possible future ghettos, etc. Maximise views with the taller buildings staggered and sited inland. Ensure they look attractive and blend together.

3. THE SOUTH FREMANTLE POWER STATION: This would seem to have excellent potential for redevelopment. (Whether it is knocked down or not, the building and site would have to be remediated from contamination.) It would be an excellent project to initially involve the Master of Architecture students at UWA to gain ideas. Atrium inside, path and park along a revamped shoreline..... Shield the switch-farm with trees around the perimeter, or possibly relocate it to the east of Cockburn Rd.

4. RAIL AND BUS: This requires a more global approach including north, south and east. Also the future depends on much more use of public transport and much less use of private cars, whilst facilitating commercial vehicles. Although I am a strong supporter of trams (light rail), this area is already adjacent to a rail line (which used to carry passengers and should still be a key transport route). This railway needs to be upgraded between Fremantle and Thornleigh, and fed by buses at numerous locations. Most of the infrastructure and reservation are in place for a dual line. It can accommodate a huge increase in both goods and passenger services by converting the existing narrow gauge track and the separate standard gauge track to dual gauge each way, (without the need to double-stack containers). In particular:

- Dual-gauge the two existing tracks between South Beach Station and Thornleigh Station.
- Duplicate the existing dual-gauge track between The Esplanade Station and South Beach Station.
- Electrify both tracks throughout.
- Retain the single dual-gauge track between The Esplanade Station and Fremantle Station. (Such a short length can be easily managed, as proven elsewhere.)
- Where the line passes close to residential properties, screen with trees for aesthetics, and erect 2m high noise barriers and grind the rail heads for quiet running. (This has proved very effective elsewhere.)
- Have bus-rail interchange stations adjacent to Rockingham Rd, Miguel Rd, North Lake Rd, Hope Rd, Ranford Rd and Nicholson Rd. (Interchanges have proven to be very effective elsewhere.)
- Have a rail interchange at the Kwinana Freeway.

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MR DEREK NOAKES AND MS KERRY SMULDERS
representing Verve Energy

MS TAYLOR: We have Verve, do we?

MS AITKEN: We have Kerry and Derek.

MS TAYLOR: Derek Noakes? Elizabeth Taylor, Derek. Lovely to see you.

MR FERRARO: Eugene Ferraro. How are you?

MR NOAKES: Eugene.

MS TAYLOR: What was your name, please?

MS SMULDERS: Kerry Smulders.

MR FERRARO: Hello, Kerry, Eugene Ferraro.

MS SMULDERS: Your name sounds familiar. I can't place it.

MR FERRARO: I've been around. Unfortunately I've been around.

MS TAYLOR: Okay, thank you for coming in, and we have a copy of your report, your submission. This is being taped of course. It goes back up to parliament when we're finished at the end of the day. We're here to listen to you. You've got 15 minutes. If you would just please allow us a couple of minutes at the end for questions, we might have some questions for you. So anything that you want to add to your submission, we're happy to hear about that. We will take notes, and at the end of the day, when we've finished all these submissions, we will make some recommendations. So who's going to be first?

MR NOAKES: I will lead off.

MS TAYLOR: Okay, Derek, thank you.

MR NOAKES: The Structure Plan is (indistinct) community focused initiative. It has got good residential employment, historical, environmental, leisure and transport links. So from that point of view it all looks very nice. The refurbished power station building, which is the old South Fremantle Power Station, which we shut in 1985, so it has now been shut for 25 years, is proposed under the plan to be the landmark iconic building, and the main activity hub for the whole redevelopment.

We respectfully remind the WA Planning Commission that the power station building, ie, South Fremantle Power Station, the centrepiece of this plan, is an asset owned by Verge Energy, and that Verge Energy is not an agent of the state.

So if the WAPC wants the site to become state ownership, we submit that the WAPC should acquire the site for a commercial outcome that is satisfactory to Verge Energy.

In terms of the power station building, which is central to this project, there's actually little consultation with Verge Energy about it, and in fact the Metropolitan Region Scheme amendment, in the implementation of the Cockburn Coast Plan is likely to have potentially major commercial implications for Verge Energy.

We believe that the zoning of the site needs to allow sufficient scope for actual development of the entire site in order to fund the refurbishment of the power station building, and the development needs to take place in a commercial environment unless of course the state intends to fully fund the restoration and development of the site.

Perhaps for the Committee's purpose, to establish where Verge Energy comes from, Verge Energy was established under the Electricity Corporations Act of 2005.

MS TAYLOR: Yes.

MR NOAKES: It has been established with one objective only, and that is to generate purchase or otherwise acquire and supply electricity. In terms of how we operate, we're actually required to perform our functions in accordance with prudent commercial principles. We're also required to endeavour to make a profit, consistent with maximising our long-term value, and in fact the government and taxpayers (indistinct) do so.

So in terms of the MRS amendment, while the power station has some historic and potentially aesthetic value, its commercial value is severely affected under the proposed Metropolitan Region Scheme amendment. Perhaps to share some information with the committee, the cost of refurbishment of the power station, the building remains and is just refurbished to a watertight level, so this is nothing inside, just making the building watertight, and bearing in mind of course it has been vacant for 25 years, we have had an estimate of \$46 million just to make the building watertight. For the Committee's benefit, I would like to hand up if I can some photographs.

MS TAYLOR: Thank you very much.

MR NOAKES: When you have a look at the proposed document that we have been given, it shows probably a fairly nice photograph of the building taken from out at sea, and that of course is a view that most people won't see of the power station, so what we thought, we would give you some more photographs from different elevations.

In particular the things the Committee could note is the complete absence of windows, the fact that most of the window frames are metal, and the building is in an advanced state of decay, with concrete cancer, extensive graffiti and other damage, vandalism, to the extent that from a security point of view it's a bit of a challenge for us.

MS TAYLOR: A nightmare. We did visit the site on Monday, by the way.

MR NOAKES: You have seen it?

MS TAYLOR: And I have seen it before.

MR NOAKES: Excellent, thank you for that. The site is already constrained by the electricity substation to the north, which actually emits a continuous audible humming noise, and has visual impact. We do understand that Landcorp have been in discussions with Western Power in relation to moving the substation, and transmission lines, and we also understand that it's about \$80 million or more to actually move it.

So the imposing of the zoning public purpose as special use would wholly constrain, in our view, the future development of the power station site. It is considered unreasonable and inappropriate, and if that zoning was to occur, Verve Energy may find it impossible to attract commercial development interests, and if Verve Energy was to continue to hold the site, the precinct would remain undeveloped and the building would continue to deteriorate.

MS TAYLOR: Okay.

MR NOAKES: The proposed rezoning of the strip of land to the east of the buildings to urban deferred, it does have some long-term commercial value, but this value can't actually be achieved until a further amendment to urban, for example, so this zoning of deferred urban provides no sort of comfort to any potential owner, as no timeframe is provided for the further zoning to urban, but again the development of that strip of land with the right zoning does have the potential to partly fund the redevelopment of the building. It wouldn't be expected to fully fund it.

MS TAYLOR: Okay.

MR NOAKES: So we submit that all of the commercial and strategic issues involved in the implementation of the Cockburn Coast project, including the necessary amendment to the MRS, is likely to require further consideration by the relevant Ministers, and there's a few relevant Ministers, and given that the power station refurbishment is so critical to this Cockburn Coast redevelopment, and it also involves the significant commercial interest of a number of agencies, we would actually recommend a whole of government approach to discuss and resolve the matter, and we actually submit that it's prudent that the zoning not be amended until a decision has been made via this whole of government approach, as to the future use of the site and the funding.

MS TAYLOR: Right.

MR NOAKES: So in summary, Verve Energy requests that this Committee's report includes the commercial issues raised by Verve Energy in relation to the power station, and a recommendation that finalisation of this Metropolitan Region Scheme amendment is premature until these issues are resolved on a whole of government basis, and on the basis that these comments are included, Verve Energy recommends that the WAPC adopts the Committee report and includes it in the WAPC report on the Metropolitan Region Scheme amendment to the Minister of Planning.

MS TAYLOR: Okay.

MR NOAKES: That's our submission.

MS TAYLOR: Thank you. Anything to add to that, Kerry?

MS SMULDERS: Maybe the fact that property development is not our core business.

MS TAYLOR: On your first comments about the ownership status, which you have quite rightly pointed out, we do have a note here that says:

Submissions in relation to ownership status and leasehold arrangements are noted and will be removed from further iterations of reporting on the MRS.

So just to give you some comfort that your comments have been taken note of, and that's how we plan to deal with it. If you've finished, could I just ask my two gentlemen if they've got a question? I will go to Eugene.

MR FERRARO: Can I just clarify, you're asking that the amendment as it affects the old power station site, the scheme not be amended for that particular site. Your submission is that the land is currently reserved parks and recreation, and your suggestion is that we maintain that until the planning is further advanced on that. Have I got that clear?

MS SMULDERS: It's about keeping in mind that whatever subsequent zoning that may be applied provide sufficient scope that the site can be fully commercially developed.

MR FERRARO: So rather than going from one reservation to another, your preference is for the existing reservation to remain, and then when the planning is done, then that land get appropriately zoned, or however it's designated in the Metropolitan Region Scheme, at that stage.

MR NOAKES: Certainly post the whole of government approach to the funding and zoning of the entire area.

MS TAYLOR: Fair comment. Are you all right with that, Eugene?

MR FERRARO: Yes, thank you.

MS TAYLOR: Can I go to you and ask if there's any questions?

CR WHITFIELD: You haven't mentioned, and I suppose it's probably not a part of the proposal, the fact that it's still being fought over about whether it should be conserved or not. That relates to your whole of government approach?

MR NOAKES: It's certainly one part of it.

MS TAYLOR: Okay, and thank you for the photos actually. It's quite mind-boggling, isn't it?

MS SMULDERS: Those photos are taken several years ago.

MR NOAKES: And it hasn't improved since that time, has it?

MS TAYLOR: Not at all, no. I agree.

MS SMULDERS: We always see, even if we were to sell it, we would sell it with the building in situ. We don't see it as a demolishing job.

CR WHITFIELD: You don't see it as a demolition job?

MS SMULDERS: Simply because it is a large building, and it does have some merit.

MR NOAKES: I have been told anecdotally that it would be cheaper to demolish it and build it again.

MS SMULDERS: However, the setbacks would then come into force, so you would never get a building so close.

MR NOAKES: Unless it was designated as such in the amendment.

MS TAYLOR: Just to give you an idea of where we go from here, because that's usually the burning question, about how long you're going to have to wait for some answers, today we have to go through all of these submissions of course, and then at the end of our day, hopefully we will be able to come to some kind of a recommendation to go to WAPC, but other than that, timeframe-wise, I will just ask Lauren again, and she could just give us a timeframe, just so that you know.

MS AITKEN: We will be looking to report to the Commission over the next month or so, depending on their meeting cycles, in regards to the amendment. The amendment then needs to go to the minister, and to parliament, and so it's unlikely that the amendment would be gazetted until at least the end of February.

MS TAYLOR: Okay with that? I think we have got all of our questions answered. Thank you for coming in, and thank you for your submission, and pointing out some of the (indistinct).

MR NOAKES: Thank you very much.

MS TAYLOR: If you think it might help any, you're more than welcome to provide a tour to the site.

MS SMULDERS: Rather than jump through a hole in the fence.

MR FERRARO: I've actually been through the fence.

MR HUGH HYLAND
representing himself

MS TAYLOR: I didn't go through a hole in the fence. Thank you. That's terrific. Thank you. We have Hugh here? Good morning, Mr Hyland. How are you?

MR HYLAND: Fine.

MS TAYLOR: I'm Elizabeth Taylor. I'm the chairperson of the panel this morning.

MR FERRARO: Eugene Ferraro. How are you?

CR WHITFIELD: Ian Whitfield.

MS TAYLOR: Thank you, take a seat, and thank you for coming in. This is a hearings panel and we have got a copy of your submission, and we are all familiar with the site. I went on a personal visit with Lauren on Monday, so I am very familiar with the area. This report then from today goes over to WAPC. The report is being monitored here on tape, and that actually goes to the government. What we will do, we have got 15 minutes for you to tell us any additional information on your submission, and if you wouldn't mind giving us maybe a couple of minutes before the end, so that we can actually ask you questions on your submission on this one.

MR HYLAND: Okay.

MS TAYLOR: So over to you. Thank you for coming in.

MR HYLAND: So they're the submissions that I gave you?

MS TAYLOR: Yes.

MR HYLAND: On an overview, I think it needs to be considered, not just that area, but the surrounding areas, and also the traffic that goes through it, so we need to (indistinct) cars from the area, and a few other things, and also the development of that area. Just a bit of history, there used to be a passenger railway that used to go from Fremantle to Armadale. Did you know that? Yes, from 1904 to 1965.

MS TAYLOR: I'm too young.

MR HYLAND: So we're not (indistinct) because I'm pushing to get rail there, because they put the rail station there anyway.

MS TAYLOR: Yes.

MR HYLAND: The proposed tram way, some people have said that it's going to cost \$15 million a kilometre, and also it needs a dedicated right of way, and when you consider a tram will carry maybe 220 passengers, buses carry 95, so you're not really saving that much. So the railway, currently they've got two tracks. They've got a standard gauge and a narrow gauge.

All we need to do is put a third rail on the standard gauge and re-sleeper, and put three rails on the other side, and then we've got a two-way dual gauge, and they don't run that many freight trains on it, and passenger trains can go, and it would be fantastic. So that would be quite easy to do, not very expensive overall.

There may be some objections to the increased trains in the area, but there's lots of suburbs around that have got trains, and clanging, you know, level crossings and things, so that needs to be managed. Retain the stations because there are currently stations at The Esplanade and Success Harbour. They were used for the Americas Cup. South Beach, that used to be used prior to 1965, and Spearwood as well.

MS TAYLOR: Can you give us those stations again?

MR HYLAND: Yes, the Esplanade and Success. You can have these notes afterwards.

MS TAYLOR: Okay, thank you.

MR HYLAND: And South Beach and Spearwood, reopen those, plus a few others along the line, and also add a station near the old power station. A railway station there would be fantastic. The key is feed of buses to the railway, and then trains, which offer speed, and the feeder buses offer the flexibility and the coverage. The lessons learnt from the past, as the choice of trains, when they reopened the Fremantle line and obviously construction of Joondalup to Mandurah lines, in fact, you've got an excellent book downstairs on the table about all of that.

There's some diagrams here which shows the railway here, and the current stations, Fremantle, The Esplanade and Success Harbour, and then that goes on around here. You've got South Beach there. I reckon a new station right there near the power station, and then reopen the one at Spearwood, and also you've got the road that goes across there, so you can have a bus interchange right there.

The roads are a problem. People are saying you're going to get 10,000 people in this area, and where they're going to go, going north to Fremantle. Hampton Road used to be four lanes. It has now narrowed down to two, with two bus lanes of 24 hours, which is a bit crazy. What you need is transit lanes. You're not probably familiar with transit lanes over here. There's T2 and T3 transit lanes, where you have to have two or three people in a car. They have them in the East, and it works very well, so it will reduce the number of cars, and then the cars can use those lanes as well.

Also there's a considerable volume of traffic along Hampton Road comes from south of Henderson, so the idea is instead of them coming along Cockburn Road and then through all of this new development, try and get them to go inland, along Stock Road, and then connect Stock Road to the Stirling Highway by this way here. You go just north of South Street, and then you will turn west, and you will follow this land here, which is industrial land - half of it is vacant - and then go underground, under Carrington Street, and then under the southern boundary of the golf courses, and then come up here, and that way, all the traffic will go here instead of trying to go through Fremantle.

MS TAYLOR: You have done some work. Fantastic.

MR HYLAND: The power station surrounds, refurbish the power station as boutique shops on the ground floor. Have it mixed, so have the ground floor boutique shops, food, and stuff like that, and then the next floor up you can have offices, and then above that you can have accommodation of various kinds. You can have maybe serviced apartments, or people can buy penthouses, or whatever, and also include an atrium in the middle of it.

You could get the masters of architecture students at UWA to actually do this as a project. I'm quite sure they would be quite happy to, and give you a few more ideas too.

The electricity grid, currently you've got the power station there and you've got the electricity grid right there, and the power lines come in and then go in, and then they come in from here and go in. The idea would be to move it, say, 300 or 400 metres up the hill, to the boundary, and get rid of all of that, all the wires and all the power grids, so it's relocated right up to the top of the hill, and then you can use everything around there, and that would be quite easy to do.

Then you can rejuvenate all the surrounding land, all around there, remove all the adjacent industrial properties, and convert those to residential. You've got a potato crowd there. You've got a salt crowd. You've got a drum factory, sort of thing, there. Just get rid of all of that and just make it all residential, and clean the whole area up.

With the power station being built in, what 1950-odd, or something, it's probably full of asbestos, so that will have to be cleaned out properly, and also with the ground, and everything, the concrete, et cetera, it would have had contamination through oil and other spillages. There would be hydraulics, and you name it, and that would be sunk in, so that would have to be sort of sealed over inside, and who knows what inside.

In the waterfront area, go and dredge it all out, clean it out, and make it into something like, you know, wharfs, and think of it like Fremantle, where you can actually walk around a boardwalk and have a little mini marina thing there.

Then have a mix of high-rise and medium-rise, et cetera, inland from the power station and up the hill, to gain views without actually blocking the views above us, so that they're sort of tiered, so you don't have a curtain of high-rise in the front and everyone at the back can't get anything, and that way, you end up getting a better mix and better prices and better amenities, et cetera, and, as I said, have a rail bus interchange adjacent, right there.

There's plenty of room to have it there too.

MS TAYLOR: I'm amazed at the work you've done on that. It's fantastic, really good. Could I just go to my colleagues? Maybe, Eugene, have you any questions?

MR FERRARO: No, I'm okay.

MS TAYLOR: Ian?

CR WHITFIELD: I actually agree with you, that is absolutely fabulous. I wish you were running the government. I wish you were the president.

MR HYLAND: I'm half running the navy.

MS TAYLOR: It's interesting your comments about giving it to UWA students for a masters degree. That's fantastic.

MR HYLAND: My daughter is doing that.

MS TAYLOR: Is she?

MR HYLAND: Yes.

MS TAYLOR: At UWA?

MR HYLAND: Yes.

MS TAYLOR: Really good.

MR HYLAND: I've got three kids, and they're all at uni.

MS TAYLOR: Fantastic. Thank you very much for your submission, and also coming in and giving us extra information today. Just to let you know the sequence of events after today, we've got to go through all of these submissions, and hopefully at the end of the day might be able to make a recommendation to go to the WAPC. So if Lauren could maybe give us an idea of the timeframe, so that you know what happens next.

MS AITKEN: We will be looking at taking the amendment to the WAPC for their consideration over the next month or so. That does require a little bit of lead-in time for their meetings, and then further to that, the amendment goes to the Minister and then to parliament, so you would be looking at gazettal of the amendment around late February next year.

MR HYLAND: Okay, that's fine. Anyway, you can have those.

MS TAYLOR: Thank you very much, that's great.

MR HYLAND: As I said, I'm pressing to get that railway reopened for passengers, all the way through to Thornlie, because they had the Thornlie to Mandurah line planned, and then you just continue it on, and then it goes everywhere.

MR FERRARO: Can you put it to Cockburn Central, please?

MR HYLAND: The thing is you have an interchange where it crosses the Mandurah line, because currently you've got a tunnel that goes through the middle, that they were going to go and put the tracks in.

MR FERRARO: The rail reservation is on either side.

MR HYLAND: Yes, so all you do is you have an interchange there, and you've got trains coming and going every few minutes, so you just get off and get on. So simple.

MS TAYLOR: Yes, and already we've been hearing this morning about taking a whole of government approach, to see that these things are actually happening on the ground, and I think that's the important point that has been made, and of course it's also (indistinct) submission as well.

MR HYLAND: Try and get the cars off the road.

MS TAYLOR: Okay, thank you for coming in. Lovely to meet you.

MR HYLAND: All right, thank you.

MR FERRARO: Nice to meet you.

MR HYLAND: Good luck.

MS TAYLOR: Thank you.

MR HYLAND: If you need anything more, just give me a ring. My mobile's on 24/7.

MS TAYLOR: We have got your details. Thank you very much.

MR HYLAND: All the best.

MS TAYLOR: Thank you.

MR LINDSAY BROADHURST AND MR DAVID VAN DER DRIES
representing Main Roads Western Australia

MS TAYLOR: Good morning. Thank you for coming in, gentlemen. We have a copy of your submission here (indistinct). We have some questions to ask you as well. This morning it's being taped of course (indistinct) report at the end of the day. We still have quite a few submissions to go through, so at the end of today we will be able to summarise on all of the submissions that we have had. We have had a few interesting ones this morning.

MR BROADHURST: I bet you have.

MS TAYLOR: Really interesting. Just to let you know, Ian is from the district, so he knows it really, really well. Eugene has been on the department before, so he knows the area, and I have been on the Commission for 20 years, and I did Coogee, so I'm quite familiar with it, and Lauren was very kind in taking me around to all the special sites, on Monday, so I'm very familiar with it. So what we do have now is you have got 30 minutes. I was going to ask you to give us a chance to ask you some questions after what we have heard what you have had to say. I will note too that it's a public hearing, but we don't have anyone in the gallery. There's a nice gentleman, who's taping us, at the back.

So over to you, and what we will do is we will have a listen, and then note down our questions and ask you at the end.

MR BROADHURST: No worries at all.

MS TAYLOR: Who's going to talk first?

MR BROADHURST: I'll sort of start off. I'm going to dwell into the details, but we've got a plan there just to sort of show the areas to demonstrate, I suppose, the point of our main concern, which we will point out in a little while.

MS TAYLOR: Can I just interrupt there? You have had some more discussions since your submission as well, haven't you?

MR BROADHURST: Yes, we've had sort of ongoing discussions I suppose, particularly now that Landcorp and DOP have initiated the local transport plan, I think it's called, and I suppose I think we're sort of all trying to work together, as this is an issue for the area. It needs to be resolved. I suppose it's an issue now as to how does the MRS get managed in the meantime, until we get some resolution of that issue.

MS TAYLOR: I will shut up and let you talk.

MR BROADHURST: Thanks for that. Thanks for the opportunity to come today. This issue, I suppose, you've got our sort of submission.

Our main issue has been the issue with the regional connectivity sort of coming through this area, particularly the connectivity from the realigned sort of Cockburn Road or Cockburn Coast Drive back into the regional road network, particularly to the north.

I suppose it's an issue that we haven't just raised as part of the MRS process. It has been an issue that we've raised on a consistent basis since the Cockburn Coast Structure Plan sort of process kicked off in sort of about 2006. I've always been involved in recent times, and John Halleen was sort of the officer involved back then, and it was raised, a number of workshops, and a few discussions with John at the time, so it's not a new issue.

We did raise it formally when the Structure Plan was advertised in I think it was 2008. I don't know if you want a copy of that or if you've got a copy of a letter there, but that's the advice we provided at the time.

MS TAYLOR: Thank you.

MR BROADHURST: I'm not going to go through that in detail, but just for your information, it confirms we went through the preparation when we raised it initially. It wasn't an issue that was addressed through that timeframe, so it was an issue we raised again when the Structure Plan was formally advertised.

MS TAYLOR: And I went to Douro Road on Monday as well.

MR BROADHURST: Okay, that's good. Obviously we've raised it through the MRS advertising process, both the original advertising (indistinct) letter in May, and then a modified version was advertised as well, and we've raised that sort of same issue, and I suppose in those letters we've referred to a more recent sort of DOP study that has looked at the area west of Stock Road, essentially, to our view, recommended that this is an issue and it's something that does need to be addressed, to resolve those regional sort of connection issues.

Our view would be that a resolution to this issue needs to be found. Otherwise it will impact on the capacity of the corridor to sort of support development in that area.

MR VAN DER DRIES: Also the access to Fremantle, that's a primary centre, and (indistinct) very strong linkages to Fremantle, so it's very important.

MR BROADHURST: Obviously there's a bit of history in this area with the Fremantle Eastern Bypass that doesn't exist any more, so obviously the planning, and there hasn't been a lot of planning in this area done since that was removed, to really sort of readdress what the alternative network should be, and the connectivity, particularly into the southern area of Fremantle.

The last point I wanted to make I suppose before we just pull out the plan and demonstrate sort of why we think it's an issue is that our understanding is that before land is rezoned to urban deferred, it essentially means that any fatal flaw issues should be addressed.

MS TAYLOR: Sorted out.

MR BROADHURST: Sorted out. I suppose our view would be we would probably view potentially a flaw, and whether or not the amendment should proceed as advertised until this issue is resolved, on the understanding there is now recognition that it is an issue, and work is progressing to address it, but it's an issue that should the land be rezoned for urban deferred until the fatal flaw issues are addressed, especially that we've got other developments around the place as well.

MS TAYLOR: Are you still absolutely not supporting the amendment at all at this stage?

MR VAN DER DRIES: North of Rollinson.

MR BROADHURST: I think our submission was, because we always like to see the support (indistinct) obviously we support the development, but I think we've got an issue in terms of how should it proceed from this point forward, on the understanding that this issue hasn't been addressed to date. I probably really haven't got an answer as to how it should occur, other than that we've got an issue there that needs to be addressed, to maintain that sort of regional connectivity, which is not only for obviously regional traffic coming from beyond this area, but it's pretty important to support the - - -

MR VAN DER DRIES: The bigger picture.

MR BROADHURST: It's a large development, and it will bring a lot more people into this area, so it's important to resolve it from that perspective as well.

MS TAYLOR: Okay.

MR FERRARO: Can I just, while you're going, just clarify that your issue really is north of Rollinson?

MR BROADHURST: Our issue from a road network perspective is north of Rollinson, that's correct.

MR FERRARO: Are there any issues that Main Roads has south of Rollinson?

MR BROADHURST: No.

MR VAN DER DRIES: No.

MR BROADHURST: We've been very I think (indistinct) to engage (indistinct) to do all the planning concepts for the realigned Cockburn Road, or the amended sort of what used to be known as the Fremantle-Rockingham Highway, so we've been involved in that and raised issues, as drainage, and they've all been addressed, and connectivity has been addressed, so we're totally satisfied with the work that has been done, and it meets all of our requirements south of Rollinson.

From there northwards, how do we connect it into a network, I suppose (indistinct). If all of a sudden government advises money to come along and build this road in the next few years, based on the current sort of planning, we'd struggle to achieve that because you can't just build a road just to get a tie back into the network. So that's more our issue, in terms of north of Rollinson. We haven't got any solution to identify how that's going to connect back into the network.

MS TAYLOR: Up to this point, what we've been hearing is an all of government approach to some of these issues.

MR VAN DER DRIES: I will just give you a copy of this plan, so (indistinct) directly to that plan (indistinct).

MS TAYLOR: Yes.

MR VAN DER DRIES: There's no reference number on it. It's just a plan which illustrates the current concept developed by Worley south of Rockingham Road (indistinct) photography, plus also it shows (indistinct). It shows the contours as well as (indistinct). So basically this is Cockburn Coast Drive, heading to Rockingham Road, and this is Hampton Road, and this is the old Cockburn Road down here, and that's the Rollinson Road connection.

Basically the concept you can see here, the number of lines it illustrates here, these two lines illustrate the two curve lines, which you need as a separator divide, so that people can walk across. The problem we have here, because of the very high demand on people turning right, we do require two double right turn pockets of double right turn lanes, because the traffic is so, so horrendous.

We managed to undertake an intersection analysis. I won't go into much detail. That's here. In addition, we need two lanes heading into the easterly direction for Rockingham Road, plus a dedicated bus lane, because obviously the Fremantle-Rockingham transit lane does have the bus lane running along Rockingham Road all the way up to Phoenix shopping centre, and beyond.

MS TAYLOR: Is there heavy transport on this?

MR VAN DER DRIES: No heavy transport, no, it's just local (indistinct) vehicle. An anything under 19-metre vehicle can utilise these roads. In the opposite direction, also in a bus lane will accommodate the cycling lane as well, and we also adopted a 5.1-metre verge in accordance with the West Australian Planning Commission verge requirements, which is about 5.1 absolute minimum, so that's what we have adopted here.

The other direction, heading towards Fremantle, we have adopted two dual traffic lanes plus a dedicated bus lane.

As you can see, the existing (indistinct) between Rockingham Road, for Rockingham Road just along here to here, which is normally about a 20-metre wide reservation, to develop this concept as per the analysis and as per the (indistinct) area, we now require to actually widen it to that width, which is now wiping out this new building which has been built, heritage building and this building here, plus all the new development along this edge here.

This is why we've kept saying, way back in 2006, at the very first workshop we had down at Fremantle, "Guys, you've got to be careful how you (indistinct) because the existing reservation hasn't got the capacity to cater for all the demand." If you're looking for on-road cycling, pedestrian mobility, public transport, plus the normal four lanes which are there now, you can't fit that in in a 20-metre reservation. That's why I drew this up. I got the design string from Department of Planning, which have been very, very helpful, and I just drew this up a couple of days ago, just to illustrate the point.

MS TAYLOR: How wide is it on this plan?

MR VAN DER DRIES: To be honest, I haven't got a scale rule unfortunately.

MR BROADHURST: That would be 60 metres, wouldn't it?

MR VAN DER DRIES: No, it won't be that. About 40. It would be about 40 metres.

MR BROADHURST: Because that's your six lanes in that (indistinct).

MR VAN DER DRIES: Six lanes, that's right.

MR BROADHURST: (indistinct).

MR FERRARO: (indistinct) solution.

MR VAN DER DRIES: That's what we are talking about, a solution to go out the back, to (indistinct) Hampton, directly into Hampton. That's what we're hearing, and that's why, when this came up, just recently the City of Fremantle wrote in, to increase the density of this area, to R30, I think it was, I think it's an increase to R30, we did advise them that a study was undertaken by the Department of Planning in regards to linking in Stock Road to Hampton Road, which is the (indistinct) and basically it does look at an alternative option for Cockburn Coast Drive, which may have an impact on some of this area. So we have hinted at that already in that discussion with the City of Fremantle.

MR FERRARO: Can I just summarise where I think you're at, and that is that the existing reservation is not suitable, the existing reservation. The proposed reservation has limitations, and that there would need to be some form of review of that whole intersection.

MR VAN DER DRIES: From Rollinson Road north, that's correct.

MR FERRARO: I'm saying if you look at the map, the map shows the existing reservation - this is the amendment map - it shows the existing reservation, and then it shows a couple of areas that will be zoned urban, proposed to be zoned urban and others that are proposed to be reserved controlled access highway; primary regional road, sorry, consistent with the plan that you've shown, and what you're saying is that there are inherent constraints with that option, and a broader plan needs to be worked up, to actually develop solutions that will probably be more acceptable to the local community and council. Have I got that right?

MR VAN DER DRIES: I would think pretty close.

MR BROADHURST: Pretty right. I think the purpose of this is to demonstrate that you're finishing Cockburn Coast Drive at Rockingham Road, and relying on Rockingham Road to get back into the Hampton Road sort of corridor isn't sort of a workable solution obviously, and David has drawn this up and said, "These are the impacts. You could do that if someone wanted to (indistinct) these impacts on the property through that area," but I suppose we're not advocating that this is a solution. This is really just demonstrating that (indistinct) essentially tying Cockburn Coast Drive into Rockingham Road doesn't provide a solution.

MR VAN DER DRIES: And also the thing you look at too is reservation (indistinct) even though it shows a red line across here (indistinct) but then the reservation drops back to your 20-metre reservation, so how do you get your road geometrics from that down to there? It's a missing link.

MR FERRARO: So am I clear at the moment, the preference should be that there should not be any change in the reservations and the zonings north of Rollinson Road until a study is completed?

MR BROADHURST: I would think that would be pretty right. We had a discussion last night with Landcorp's consultants (indistinct) and one of the things was what are we doing about the reservation linking Rockingham Road with Rollinson Road. Obviously that was once upon a time the linkage as part of the Fremantle Eastern Bypass linkages with Fremantle-Rockingham Highway, whilst linking Rockingham Road into Rollinson Road.

Obviously in this design you just wouldn't do it because obviously you've got Rockingham Road going straight through. Why would you do it? But if you are looking at an alternative route heading northwards, hang on, that may be a better solution - I don't know - from a network analysis point of view.

MS TAYLOR: This is a modified plan that Eugene is looking at.

MR FERRARO: So the suggestion from Main Roads, and I'm looking at amendment plan (indistinct) as modified, so while you've demonstrated how it can work, or how it can be designed, Main Roads' view is that there's still work to be done, and you're actually not clear that this is the solution or the solution that should be done. The connection to Rollinson Road may be actually needed.

MR BROADHURST: It may be needed, yes.

MR FERRARO: If the design is such, and that until the study is actually completed and local governments have come together and done (indistinct) come together, Main Roads, that this really should be left.

MR BROADHURST: That is our view that we have provided in our response back, that we support it south of Rollinson, but north of Rollinson really shouldn't be probably changed yet until we've got an agreed solution from local government with Main Roads.

MR FERRARO: The link through to Rockingham Road remains because that's not being amended. It's simply the intersection treatments.

MS TAYLOR: And the heritage stables has also come into play, because that belongs to Main Roads as well.

MR VAN DER DRIES: That's correct.

MR BROADHURST: That's correct, it belongs to Main Roads, yes.

MR FERRARO: The heritage issue is a very minor issue (indistinct).

MR BROADHURST: Yes, we can get away with it. We can move it. Because of what (indistinct) did with the consultants that moved this further westward, there is ability now to actually extend this without affecting the heritage.

MR VAN DER DRIES: But you cannot do that on Rockingham Road without spending squillions on buying all those houses.

MR BROADHURST: That's why I kept raising this issue time and time again, but anyway.

CR WHITFIELD: (indistinct) an open question time.

MS TAYLOR: (indistinct) you've got half an hour here, so we will go along.

CR WHITFIELD: You mentioned Fremantle is in the process of doing the R30 rezoning?

MR VAN DER DRIES: I think they supported the increasing of the R code in the area even though we sent that letter in, but I'm not sure of the Department of Planning's views in regards to that.

MS TAYLOR: A 20/31 solution.

CR WHITFIELD: If it's going to be a situation where they rezone it, they could possibly even rezone it to higher than that.

MR VAN DER DRIES: Of course they could, yes.

CR WHITFIELD: As Eugene has said, the Structure Plan should be changed now, so that people don't get unexpected expectations that they are not going to have a road there, that they can subdivide their house into two lots.

MR VAN DER DRIES: Exactly right, yes.

MR FERRARO: Got to make sure that's done as quick as possible.

MR VAN DER DRIES: Exactly right, correct.

MS TAYLOR: Lauren, could you just show me on this map where you took me, where there was that (indistinct)? Just to explain to you two gentlemen, we went on a site where the trucks were actually, because of an intersection problem - - -

MS AITKEN: The trucks servicing the southern part of the project area with the industrial operations can't use this intersection because it's far too tight for them to do that turn, so they're using Bellion Drive.

MS TAYLOR: And going around.

MR VAN DER DRIES: Round there, yes.

MS AITKEN: It's not ideal either from the residents' point of view or from the truck travel point of view because of the topography and the speed humps, and things, and they're using it really as a default.

MS TAYLOR: We have got some issues with these people here.

MR VAN DER DRIES: These people here, and these people here would be upset too.

MR NICHOLAS TEMOV: (indistinct) rezoned for an eight-storey building.

MR BROADHURST: That's why that link could be quite an important link.

MS TAYLOR: What's this study here that you've got?

MR BROADHURST: I will give you this. This is the analysis we did at the intersection, using the same volumes that was given to Worley Parsons. If we kept the design as per the Worley Parsons concept, which only had one right turn, the right turn on that movement is up to about 1.7 K's in length, and we get a lot of (indistinct) so as per the Worley Parsons analysis, it would fail straightaway. We did an adjustment. That's the reason why I had to push this out another lane, to get a double right turn, but then that makes it 320 metres in length, the double right turn, and that's exactly 320 metres in length.

Just to demonstrate the amount of volume of people, because really what you're doing is you're replacing all that volume going straight through, and now (indistinct) up here, but now they've got to turn and they've got to turn right.

That's where the issue is. That's a copy you can have.

MS TAYLOR: That's good. Yes, thank you, we will table that. It's the Rockingham Road, Cockburn Coast Drive intersection, and we will receive that (indistinct). Anything else?

MR VAN DER DRIES: I think that's about it, because we discussed yesterday in terms of other than this potential here, which needs further analysis, we haven't really got any other potential solutions that we can provide to you.

MS TAYLOR: Any questions?

MR FERRARO: No. I just go back to the thought that with Fremantle doing this rezoning now, there's a chance with a whole of government situation to say, "Okay, we're going to put this realignment road through there at X particular time. You now get a chance to have R60 if we take a little bit of your land."

MS TAYLOR: (indistinct).

MR FERRARO: I think it's an excellent outcome.

MR BROADHURST: There was a couple of discussions that took place, with the report done by Mr (indistinct), with the bus lanes and transit lanes on Hampton Road. The City of Fremantle had done an independent study themselves, which we didn't know anything about it, but they did it themselves, and they sort of hinted strong desire, the consultant did, using South Terrace rather than Hampton Road, but I think the Council's officers preferred Marine Terrace. So, as I said, there is capacity in Hampton Road to redirect that traffic onto those sort of roads, so that's something that maybe you need to take into consideration.

MR BROADHURST: Just I suppose one other point, we have had some (indistinct) Clontarf Hill is here, so there has been some discussion that any route through here would impact directly on Clontarf Hill. I suppose our view is you could engineer it such that it doesn't impact on Clontarf Hill, which is a sensitive issue in that sort of area. Obviously it would go down at the base of it, but it wouldn't go through the middle of (indistinct) sort of impacts or issues.

MR FERRARO: They would be keen to do it if they're getting R60.

MR VAN DER DRIES: Yes, so we are talking about on the western side of Clontarf Hill.

MS TAYLOR: Up till this point, what we have been hearing from other people this morning is an all of government approach needs to be settled on all of these big issues at the moment. However, we've still got quite a few more submissions to go through at this point. Just to let you know where we will stand with timing of events, everybody wants to know when they will hear about something or another, Lauren, would you explain the Commission, and all of that, to the gentlemen?

MS AITKEN: Subject to the timing of the Commission meetings, we would be looking at taking something to them over the next month or so, and further to that, it goes to the Minister and then to parliament before being gazetted, most likely in around late February next year. So that's our timeframes. Can I ask a question of clarification?

MS TAYLOR: Yes, go ahead.

MS AITKEN: With the amendment as it stands, and Main Roads' desire to keep the road reservation as it is until such time as you've got an answer, north of Rollinson Road, so that includes that spur link coming off where Bellion Drive exists at the moment, how would that affect the lines of the amendment on the plan, because the road concept that has been prepared has been done to tie into Rockingham Road? How would you see the connection, so that the amendment can proceed?

MR BROADHURST: Once we're agreed, from a government point of view, the City of Fremantle and Cockburn, and all the other governments (indistinct) connectivity here, then you've got to start looking at the role of function of Rockingham Road, in the sense of how it ties back into. Once you determine that role, and the east-west connection to a new link between Stock Road and Hampton Road, then you can start relooking at the actual boundaries associated with the area.

This concept is fine with Rockingham Road (indistinct) but it may not be ideal if you are looking at a new east-west connection from Stock Road to Hampton Road. Then this (indistinct) won't work. So therefore the adjustment, the boundary we have here, you may want to preserve, and rerationalise the actual boundaries.

MS TAYLOR: So you need some certainty before anything.

MR VAN DER DRIES: Yes, I think our view would be (indistinct) north of Rollinson, they wouldn't rezone any of that until we have a solution, because there's the north-south connection issue in terms of Cockburn Coast Drive into Hampton Road (indistinct) going to be undertaken in the next couple of months. We will be looking at east-west connectivity within - we don't call it Roe Highway any more - but within the primary regional road reservation that exists in that area (indistinct) connectivity will obviously have an impact on how east-west connectivity will work into Cockburn Coast Drive.

MS TAYLOR: Okay.

MR FERRARO: So is there any timing in terms of how long all this is likely to take, in terms of the resolution of road issues?

MR BROADHURST: It's anticipated the consultants will have it completed as a very, very preliminary (indistinct). There's no detailed environmental assessment. It would just be a desktop environmental assessment, which includes Aboriginal, stuff like that. That would be about two months, eight to 10 weeks, but that's still, as I say, desktop.

We still need to do the more detailed robustness as soon as you go through and do you (indistinct) but you also need a very detailed environmental assessment, because obviously we want to make sure that we're not going to stumble across an Aboriginal site. We don't want to stumble across special rare flora and fauna. That's located on Clontarf Hill. So we've got to be very conscious of that aspect.

MR VAN DER DRIES: We have got no impacting on Clontarf Hill.

MR BROADHURST: No, but (indistinct) you've got to be careful how you play with that, so these are things we adhere to.

MR VAN DER DRIES: So work is being scoped up at the moment, and planning will engage (indistinct) as part of the subset of the work they're doing for Landcorp on the local integrated transport plan.

MR FERRARO: So what you're saying is that the link, it may actually be needed? Sorry, that item on the (indistinct).

MR VAN DER DRIES: You mean the east-west link?

MR FERRARO: It's item 3 on the (indistinct).

MR VAN DER DRIES: The Rollinson Road extension.

MR FERRARO: The Rollinson Road extension (indistinct) shouldn't be discounted because at this stage it could be needed?

MR BROADHURST: Personally I'm looking at the link that's going east-west. It's how you integrate your road network from Phoenix shopping centre to the south of the site. The access really is Rockingham Road, so I really would believe that Rockingham Road potentially could run directly into Rollinson as a connection.

MS TAYLOR: Lauren, I'm not satisfied that you're satisfied yet with your questions. Would you like to ask anything else before the gentlemen go? I think you need to be clear.

MS AITKEN: I'm just wondering whether, because the proposed reservation north of Rollinson Road actually takes in all of the existing reservation, and a little bit more in terms of the earthworks requirements which would be needed no matter whether there's a northern connection or not, I'm wondering whether it's sufficient to keep number 3 there for the purpose of moving the amendment forward, because the existing reservation and the proposed reservation are sufficient in that respect, and possibly the inclusion of this little piece of land here, so that all of that area is reserved, acknowledging that that's in Main Roads' ownership already, so that in all of that, there is flexibility to be able to take into account a northern connection.

MR BROADHURST: So item number 3, we're dealing with item 3?

MS AITKEN: (indistinct) that we have a planning design concept that terminates at Rockingham Road, and by excluding that northern portion out of the reservation, you would have one very skinny bit of reservation to the north, and one much wider bit, which quite obviously doesn't tie in south of Rollinson Road, so for the purposes of moving the amendment forward, whether for the time being if we retained number 3, which was proposed to be removed, and retained the reservation where you have claimed for.

MR NICHOLAS TEMOV: And go ahead with 2 and leave 3 out.

MS AITKEN: And/or possibly rezone that little triangular bit, so that there is full flexibility for any configuration of an intersection coming in there.

MR BROADHURST: I see what you're getting at, Lauren. My only concern would be that (indistinct) back in here will require the relocation of a drainage basin. I think at this stage I would be reluctant to rationalise or change the boundaries at this stage until we have more certainty on what's going to happen north of this point, because when you're moving a drainage basin, you can't just design, pick it and move it. You've got to look at the third dimension.

MR FERRARO: What Lauren's saying is that that reservation on number 3 stays in, so nothing gets changed there. We're simply going to go ahead with the reservation of that full intersection, that full triangle, and the wider portion there, so this piece, this piece and that piece will all remain.

MR BROADHURST: The whole lot (indistinct). I see. I thought Lauren was (indistinct).

MR FERRARO: So in effect the amendment gets modified to simply remove that from the amendment, so it remains as road reserve.

MR BROADHURST: Okay, that's fine, that's fine. We wouldn't have any objections to that because that's increasing the amount of land.

MR FERRARO: So when you look at the amendment, the Main Roads issue is the removal of this piece of land, which removes an option, from the reservation?

MR BROADHURST: Yes, that's correct.

MR FERRARO: Adding other pieces to it is really not an issue at the end of the day, but it's this piece there that is the issue.

MR BROADHURST: I will just clarify it, Lauren, if I can.

MS AITKEN: So 3 would be retained?

MR BROADHURST: Retained, yes.

MS AITKEN: Where it was previously proposed for removal. What's happening in 2 would be consistent with what the proposed concept shows and what's shown on that as modified.

MR BROADHURST: So retained as road.

MS AITKEN: Then if necessary that triangular piece of land could be reserved for primary regional road purposes as well, because it's obviously not going to be deleted (indistinct).

MR BROADHURST: Yes, I agree.

MS AITKEN: And it's within Main Roads' ownership.

MR BROADHURST: Yes, I agree. I thought you were talking about (indistinct). I think we would support that on the understanding that that will maybe re-rationalise it again (indistinct) as part of any subsequent amendment to include a potential northern extension.

MS TAYLOR: Okay. Any more questions?

MR FERRARO: No, thank you.

MS TAYLOR: Are you happy? Thank you, gentlemen, for coming in. We have got your submissions, but it's better that you sit down and explain to us, as you can see, that we've come to a different approach to it now, from the understanding that we had from it before. So that's fantastic. So thank you. Are you going to leave the plan behind?

MR BROADHURST: Yes, you can take that.

MS TAYLOR: That would be terrific.

MR BROADHURST: Thanks very much. Thanks, Eugene.

MR CHRIS FITZHARDINGE
representing South West Group

MR FITZHARDINGE: Hello, Elizabeth.

MS TAYLOR: Long time, no see. How are you?

MR FITZHARDINGE: Good.

MS TAYLOR: You did well for this South West Group.

MR FITZHARDINGE: Thank you.

MR FERRARO: Eugene Ferraro.

MR FITZHARDINGE: Hello, Eugene.

MR FERRARO: We have met. I can't remember where, but I know we've met.

MS TAYLOR: You've done hearings before I think, so we will just go through the formalities anyway. We've got your written submission, and hopefully you will be able to elaborate on some of that, and answer some of our questions for us as well, as we get to it. This morning is all being taped of course, as it has to be done and go to parliament, so you understand that. What we will do is we will have a listen to what you have to say, and if you give us just a couple of minutes at the end to ask you some questions.

As you can see from the previous one, there was some burning questions as we moved along, so if that happens, that's fine too. So over to you.

MR FITZHARDINGE: Cockburn Coast is an essential component of the south-corridor, the south-west corridor being a region that has a very productive economy, running at about \$25 billion worth of output, and growing at around 3 per cent. The region is compromised by a significant amount of heavy industrial and light industrial lands in terms of its urban development potential, and Cockburn Coast is a unique opportunity, in terms of developing high-quality, high-amenity residential development, but it has significant constraints that are reflected by the transport network that intersects adjacent, and passes through the development.

The region's economy depends on the productivity of its ports, and ultimately Fremantle Harbour will handle around 1.2 million containers a year. If you look at getting 30 per cent of those containers on rail, almost all will need to pass by this development, and possibly double stacked. So you've got a situation where to support the productivity of the region, there needs to be protection of a freight corridor past the development. So the South West Group are concerned that there be no development that compromises the capability of that freight rail link being able to handle up to half a million containers a year on it.

Then switching speed, the South West Group also supports the introduction of light rail within the corridor, and sees the Cockburn Coast as an opportunity to accelerate the provision of high-transport technology within the region. I cannot see that a development that has a standard of 800 metres walkability to three bus stops within the area as being an effective transit-orientated development.

Also if we visualise a family wishing to access the beach, with their shade-smart, sun-smart umbrella and all their equipment, for them to walk 800 metres to Catherine Point from the nearest bus stop, in the peak of summer, seems to me incomprehensible. So in terms of the design of Cockburn Coast, the South West Group strongly support a second transport corridor running along the waterfront, and that would necessitate a southern link from Fremantle to Rollinson Road.

So even though this MRS amendment does not identify a coastal link in Rollinson Road, there needs to be a near coastal link connecting Rollinson Road with Fremantle, which can be a rapid transit corridor, to provide access along the beach. So in essence we don't see three bus stops as being a sophisticated high-technology transport design for the area.

We're also keen to make sure that there is permeability between the development across the freight rail line, and that it's important as to how that zoning takes place, to protect access across the freight line to the coast from the development.

We're concerned also about regional connectivity, and the WAPC has recently considered a road network study west of the planned Stock Road, Roe Highway interchange, and the South West Group supports consideration of how the regional roads are going to operate, particularly at the north-eastern corner of the development, and your previous appellants very well outlined the position of the South West Group in terms of providing flexibility for a range of regional road options at that north-eastern corner.

The Fremantle-Rockingham controlled access highway continues to be a concern for the South West Group, in that its role has not been defined. The configuration between Fremantle and Rockingham has not been determined, and it's having an impact on development of projects such as Latitude 32. The consideration of the geometry as that passes this development needs to consider what its regional role is going to be. So we're keen to see a study, to identify the role of the Fremantle-Rockingham controlled access highway progressed.

The other aspect of the development that we're looking to provide significant growth within the region, we are keen to see the MRS amendment resolved despite these transport access and recreation issues, and broadly, the South West Group supports the MRS amendment.

MS TAYLOR: As it is.

MR FITZHARDINGE: As it is.

MS TAYLOR: But transport issues are the major concern.

MR FITZHARDINGE: Yes.

MS TAYLOR: As you have heard from Main Roads.

MR FITZHARDINGE: Yes. Okay, questions. Eugene?

MR FERRARO: Just can I clarify, is your submission that you think that the transport corridor, the rail corridor, needs to be widened? Is that part of the submission, or is that the reservation itself, if you look at the land adjacent, is your submission that the reservation itself is not wide enough and may need to at some stage go into the area that's proposed to be zoned urban deferred?

MR FITZHARDINGE: The concern I have is that there hasn't been an assessment of its capability to deal with half a million containers, and what I'm trying to flag is the importance of this link for the long-term economy. There have been concerns in other parts of the region about whether or not there is sufficient access to deal with an emergency, and whether there's sufficient access in terms of maintenance.

So what I would like to see is the rail corridor between Fremantle Port and Latitude 32 assessed for its capability to deal with what is the projected freight loading that is expected over the next 30 to 50 years.

MS TAYLOR: Okay.

MR FERRARO: The issue that you've raised about having crossing points over the reservation, as long as there is crossing points, whether they're reserved or not really is immaterial, isn't it? The issue that you've raised is that there's going to be sufficient crossing points across the rail to enable the beach to be used, and also to enable the rail to operate safely even if it's a (indistinct).

MR FITZHARDINGE: Yes, the concern I have is that the rail effectively shifts the whole development further inland by reducing the access to the beach and increasing the travel time, the journey time. David Rice has done some very good work on identifying that. Your physical proximity may not be matched to the amenity because of the physical separation and the limited number of crossing points.

We have already had a challenge in the City of Fremantle about a desire to close a number of road crossings over the freight rail, and as it becomes busier, I see that there will be pressure. So I think that there does need to be the protection that was recommended by the City of Cockburn for these crossings, by providing - - -

MS TAYLOR: To be urban deferred.

MR FITZHARDINGE: Yes.

MS TAYLOR: Ian?

CR WHITFIELD: No, Chris has summed up very well. I thank you for being so well prepared.

MS TAYLOR: Fantastic. Lauren, have you got any questions? Are you happy with that?

MS AITKEN: Yes.

MS TAYLOR: As you will see, we don't have very many to go, but at the end of our day we will be making a report to the WAPC (indistinct) recommendations. Chris, just for your benefit, the timing from hereon, as everybody does know, when things are going to happen, WAPC, et cetera?

MS AITKEN: We will be looking at taking the amendment to the WAPC some time over the next month, depending on the timeframes associated with their meetings, and then the amendment goes to the Minister and to parliament for gazettal, and it will be in or around late February next year, depending on the timeframes of parliament.

MR FITZHARDINGE: There is one additional thing. At the moment, the lot residential lot yield within the region is not matching the population growth, so we're actually building up a demand within the region for land.

MS TAYLOR: So you're suggesting that it should take a higher coding?

MR FITZHARDINGE: It potentially could take a higher coding, but also, even if there is uncertainty about some elements of the amendment, we need to have certainty in terms of the development of those areas which are already agreed, so you may end up with an MRS amendment which has some unfinished bits that need to be further resolved, but simply to be able to allow development of this land to commence in a timely fashion, there may need to be some items which are resolved at a later date.

MS TAYLOR: Understood, yes. All right, thank you for coming in. We now have a copy of your report this morning to add to what we've got, and hopefully we will be able to come to some decision at the end of our day today. Okay, lovely to see you again, Chris.

MR FITZHARDINGE: Thank you, and thank you, Eugene.

MR FERRARO: Thank you, Chris.

MR FITZHARDINGE: Thank you.

MR BRETT COOMBES
representing Water Corporation

MS TAYLOR: Nice to see you again.

MR COOMBES: Very nice to see you.

MS TAYLOR: You know who I am. This is Ian,

MR COOMBES: Shall I sit this side?

MS TAYLOR: Yes, wherever you like. They have got "councillor" on my name, but I'm not (indistinct). Actually Eugene is very familiar with the department, since he worked for how many years?

MR FERRARO: Too many, yes, too many.

MS TAYLOR: What we're here about is we've got your submission written here, and what we're going to do is have a listen to what you have to say. This is all taped, to go to parliament, as you know.

MR COOMBES: Yes, sure.

MS TAYLOR: You're probably well aware of all of that. What we wanted to do is have a listen to what you have to say, because we've got that report, but if you could possibly be good enough - we have got one more submission after you - to give us a couple of minutes to ask questions, if you don't mind.

MR COOMBES: That's fine, I will be brief. I have got the sort of high-tech, low-tech option, and instead of the PowerPoint, I just printed it out (indistinct) so I will just pass a copy of these around, and it's a few pictures just to talk to, if that's all right.

MS TAYLOR: Yes, okay then.

MR COOMBES: The main purpose of coming to talk to you today is really just to reinforce one aspect to the Water Corporation's submission on I think it's the second or third page of our letter, and this relates to a major wastewater pump station that sits at the northern end of the development area. There's an issue which is raised in the two submissions we made on the Cockburn Coast District Structure Plan, and then reinforced and clarified when we put in the submission on the amendment.

There have been discussions with officers about this issue outside of the amendment. I guess I might be pre-empting an outcome to an extent, but we just thought it was important to reinforce the request that we made in the submission for the Commission to consider if possible to modify the amendment to actually reserve the pump station site.

It's a significant asset. There's probably hundreds of millions of dollars of capital in the infrastructure that leads to it. I just included a couple of pictures, just showing you, on the back end of the first page, the extent of the sewer district which it covers. It takes in the whole of the Town of East Fremantle, most of the City of Fremantle, and then this development area, Cockburn Coast, and the Port Coogee development.

The pump station is located towards the southern end, at the lowest point. As I say, there's quite significant sunk capital in that site, and it's a site that warrants protection we believe in the MRS.

MR FERRARO: Sorry, you said it's at the southern end?

MR COOMBES: It's at the southern end, on the red dot, on the back of the first page.

MR FERRARO: Yes.

MR COOMBES: So the northern end of the development area, but sort of towards the southern two-thirds of the whole sewer district, which is marked by that brown (indistinct) line.

MS TAYLOR: I will just clarify that.

MR COOMBES: It's actually marked on the plan.

MS TAYLOR: That bit there?

MR COOMBES: Yes.

MR FERRARO: Corner of Bellion and Rollinson.

MR COOMBES: Obviously the site has sat quite comfortably in a large industrial (indistinct) for many years, but now it's going to be surrounded by residential development, and we believe that it needs to be reflected, for public information purposes, and protected. Also there's an added benefit I guess for the Corporation in any upgrades that gets done on the site, reserving it, and the Region Scheme I guess will absolve us to an extent of the need to obtain approval from the Commission and from the local government, so there's a degree of exemption under the Region Scheme if it's reserved for public purpose.

I suppose relating back to the Cockburn Coast Structure Plan, the reason why we wanted the site protected is we did make requests to the Commission when the Cockburn Coast District Structure Plan was advertised to actually correctly reflect the site. The Cockburn Coast Structure Plan, as was finalised late last year, actually showed a portion of the site as potentially having public open space over it. The Corporation has no intention of relinquishing a portion of the site.

We don't have any problem with open space around it to support the buffer, but we need the whole of the site, to use for a range of things, including storage and laydown and access, and it's actually quite a problematic site to access with trucks, at the southern end, where the green is shown as actually the permanent access, because the northern end falls away quite steeply from Rollinson Road. So that's it in a nutshell. Really the purpose of our request is just to reinforce the importance of this as a long-term asset with quite a large committed asset value, and just to request for it to be protected in the MRS. Thanks.

MS TAYLOR: Any questions, Eugene?

MR FERRARO: Brett, the Structure Plan shows a buffer. Does this need a buffer, and do you need the buffer included in the reservation?

MR COOMBES: It does, and I guess the answer to your question is that would be nice, but those discussions are happening outside of the MRS amendment process. Is that fair to say, Lauren?

MS AITKEN: Yes.

MR COOMBES: Yes, in relation to how the buffer around it can be reflected or supported through the local Structure Plans around it, so no, we're not looking to pursue that in the MRS because there's issues with the definition of where the buffer is drawn from, how big it is, and reasonably what sort of land use interface you can get around it.

MR FERRARO: And your access.

MR COOMBES: And the access, yes. So yes, it does need a buffer, but it extends beyond the site and there's definition issues which we're still trying to clarify.

MS TAYLOR: Ian?

CR WHITFIELD: No, nothing.

MS TAYLOR: Can I just ask, Brett, it's likely that upgrades will need to be undertaken. What does that involve? Is that huge amounts of work?

MR COOMBES: In short, the land, much like the South Beach Village, I think it is, land which would have had a different previous use, the land itself on Rollinson Road has historic industrial land use, and the Water Corporation's water and wastewater planning would have been at the level of supply and capacity appropriate to industrial use. Medium to high-density residential is a much higher demand, a much higher flow. So we've actually had to redo the planning. The wastewater planning has been redone, almost included, and we're about to embark on replanning with the water system through this area, which will inform what sort of upgrades will be needed, distribution lanes, and so on, but yes, most of the large assets are in place, and it will basically be developer-constructed reticulation as and where it unfolds.

MS TAYLOR: Okay, fair enough.

MR COOMBES: And this pump station would serve the Cockburn Coast development area. It actually gravitates and pumps.

MS TAYLOR: Any questions, Lauren? All right, thank you for that, Brett. You have quite succinctly told us what you would like to do with your land.

MR COOMBES: Thanks.

MS TAYLOR: Today, at the end of this, we've got all these submissions to go through. Quite a range of ideas have come out. Just for your reference, you probably know, but we will tell you anyway where this goes to from here, because everybody wants to know what the outcomes are.

MR COOMBES: Yes.

MS TAYLOR: Lauren, WAPC next month?

MS AITKEN: Yes, depending on the meeting cycles, we will aim to have the amendment going to the Commission at one of their next meetings, over the next month or so, and beyond that, the amendment goes to the Minister and parliament, and ultimately we will look at gazettal around late February.

MR COOMBES: Sure. Not to pre-empt the outcome of the Commission's decision, but would there be any opportunity to know whether the main road alignment is going to change drastically through there at all as a result of the hearings, or is that still to be decided?

MR FERRARO: We have had submissions about that. We certainly haven't actually concluded that yet.

MR COOMBES: We need to feed that information into our water planning, because that's at the higher end of the catchment, so the earlier we can get that information (indistinct) if it's appropriate.

MS TAYLOR: Yes, we will keep in touch.

MR FERRARO: At this stage, we haven't finished the hearing, so it wouldn't be appropriate to comment.

MS TAYLOR: And Lauren's going on holidays, but Nick will be here anyway, so if you have got any questions, just give them a ring.

MR COOMBES: Thank you.

MS TAYLOR: Thank you, Brett. Nice to see you again.

MS CAROL CATHERWOOD
representing City of Cockburn

MS TAYLOR: Now we've got City of Cockburn here. Would you like to come forward? We have got Carol?

MS CATHERWOOD: Carol Catherwood.

MS TAYLOR: Thank you. Elizabeth Taylor, nice to meet you.

MR FERRARO: Hi, Carol, Eugene Ferraro. How are you?

MS CATHERWOOD: Good.

CR WHITFIELD: Hi, Carol.

MS CATHERWOOD: Hi, how are you going?

MS TAYLOR: Carol, we've got your submission here, your written submission. What we would like to do is hear from you if you've got any further information on the submission. Just to let you know, I have been on site. I have actually (indistinct) many years now, East Fremantle Bypass, et cetera.

MS CATHERWOOD: Yes.

MS TAYLOR: Ian is very familiar with everything. Eugene is familiar as well, so we're all up to speed with where you're at with this.

MS CATHERWOOD: Yes.

MS TAYLOR: Today we have got to get through all these hearings and have a listing of all the issues that we've come up with today. We are taping it also. That has to go (indistinct) for these MRS amendments. So if you wouldn't mind, just give us what you have to tell us extra, and if you wouldn't mind giving us a couple of questions to ask you questions as well.

MS CATHERWOOD: Sure.

MS TAYLOR: Just to summarise everything, and make sure we've got everything straight before we finalise it. So over to you.

MS CATHERWOOD: I probably don't need a lot of your time, and I know you're running a bit behind today, so it's time for catching up.

Most of it was put forward in our submission, and the City agrees with the proposed amendment, and we really had one additional point that we wanted to make, and that's really what I wanted to talk about today, which was really that we were very keen to ensure that we had access available across the freight rail line, and the City feels that the best way to achieve this would be to indicate that as urban deferred along sort of crossing points that are indicated in the District Structure Plan for the area.

That really is so that we don't prejudice any of the detailed planning that needs to happen with transport movement networks, and the land use scenario that will evolve through the local structure planning process, and at this stage it's not sufficiently progressed to know exactly what that land use scenario would be, and it would be inappropriate to comment on what it should be now, but we really wanted to make sure that some of the principles that were mentioned in the District Structure Plan, such as getting that connectivity back through to the coast, could really only be achieved if we had at least looking at the option of access across the freight rail line.

MS TAYLOR: At grade separation.

MS CATHERWOOD: Yes, and whether it's at grade or grade is an issue for more detailed planning work. We understand that the rail operators, the first choice scenario would be no crossing, and that's perfectly understandable from probably a risk point of view to them, but we really think that that discussion should happen, about whether they're at grade or grade separated with a bridge over, or underpasses, and so forth. We understand the logistics of that can be difficult, with double-stacked freight trains, and so forth. We have certainly had that in other parts of the freight network, but it's not impossible, and where there's the need for it, we think that it really should be looked at, and that's not just looking at vehicular traffic, it's looking at (indistinct) cyclists.

MS TAYLOR: The whole lot.

MS CATHERWOOD: The whole lot. That's really about all I needed to say.

MS TAYLOR: Fantastic. So can we ask you some questions?

MS CATHERWOOD: Of course you can.

MS TAYLOR: Eugene?

MR FERRARO: I'm reasonably familiar with the Metropolitan Region Scheme, but I'm not familiar with, and I know that there's lots of crossings of reservations, both rail reservations and even freeway reservations. As you come into the city, you actually cross a local road over the freeway, and that happens at a few places. The practice has been to maintain the primary reservation and allow access over the top, or underneath, as part of that overall planning.

Other than ensuring that there is access, which is a big point that's made in the Structure Plan, and a point that I personally agree with, other than that assurance, wanting that assurance, is there any other reason why the land should not be reserved, because the reservation is actually quite an important function of that?

MS CATHERWOOD: I suppose really the mechanism for what you do, if it achieves the same objective, we would be satisfied. It's really what we're trying to achieve, which is important.

MR FERRARO: I think the way this amendment is being put forward, and particularly the urban zones, proposed urban zones, urban deferred zones on the west side of the rail, would indicate that there's a strong push for that, and that needs to occur. Otherwise these things would be on islands that would not be able to be accessed.

MS CATHERWOOD: Yes.

MR FERRARO: So from the City's perspective, would it be correct to say that provided that there is some assurance that access is made (indistinct) falls in appropriate places, the preference would be for the reservation to be lifted, if that's necessary, but if it's not necessary, then as long as there are other arrangements in place.

MS CATHERWOOD: As long as it's not just ruled out really is the thing.

MR FERRARO: Yes.

MS CATHERWOOD: The normal risk points that we do get from freight rail operators is, "Sorry, no, no crossings," but we do think it's vital. If it were to be that the Rapid Transit Group needed to go over that side of the highway, how can they possibly meet their efficiencies and the times they need to go between stops if they're sitting there waiting for a freight line to go past, for five minutes or something? It's those sort of matters that need to be not prejudiced.

MS TAYLOR: Okay. Ian?

CR WHITFIELD: No, that summed up my question.

MS TAYLOR: All right, thank you very much for coming in, Carol, and very succinct. Thank you for that.

MS CATHERWOOD: Yes, I don't talk too much.

MS TAYLOR: We have got the big picture, which is the main thing. So we will make a note of that and at the end of the day, we will talk to all of these issues and come to some reasonable conclusions. You didn't have any questions, did you, Lauren?

MS AITKEN: No. I just wondered whether maybe the Committee wanted to discuss further the City's view on urban versus urban deferred.

CR WHITFIELD: I did have that in the back of my mind, but I didn't know whether it was appropriate.

MS TAYLOR: Yes, we can do that.

MS CATHERWOOD: We did mention it in our Council report, which it talked about the difference being that we hadn't been sufficiently progressed with the local scheme amendment zoning drafting or looking at the infrastructure needs, or the structure planning process itself. So they are the normal sort of things that we would look at before we would say, "Okay to go straight to urban," but (indistinct) regardless of whether those things in other hearings have been more sufficiently dealt with.

CR WHITFIELD: I suppose the advantage that this land has is that it has actually gone through a district structure planning process that the City has been involved with.

MS CATHERWOOD: Yes.

CR WHITFIELD: So there's a level of surety that's greater here now than there was maybe six months ago.

MS TAYLOR: Previously, yes.

CR WHITFIELD: One of the questions we're being asked is whether the Commission would consider going straight to urban.

MS CATHERWOOD: Would that be across the whole area?

CR WHITFIELD: Yes.

MS CATHERWOOD: So it wouldn't make a distinction between the area closer to the power station, or any of that?

CR WHITFIELD: At this stage, we haven't turned our minds to whether it includes the land to the west of the railway line or the land to the east.

MS TAYLOR: We still have some solutions to find for some of that.

CR WHITFIELD: But if we were to look at it looks like the planning in this area is well advanced, the planning on the west side has probably still got a little bit more work to be done.

MS CATHERWOOD: Yes, that would be my concern. If it was to go straight to urban, I would wonder: what about that scenario on the west side of the rail line?

MS TAYLOR: Are you still thinking there might be some insurmountables if it went to urban?

MS CATHERWOOD: There's a lot that's unresolved there.

MR FERRARO: There's more planning that's required here before we actually - - -

MS CATHERWOOD: I think so, probably more so than over the other side.

CR WHITFIELD: But as far as the Council's point of view goes, if the urban deferred zone, the purple there, went to urban, you could handle the various issues regarding recycling the water, and all that sort of business, with the Structure Plan.

MS CATHERWOOD: A Structure Plan will ordinarily have to produce a serving strategy, of how it's going to be serviced, and so forth, but normally I would expect - and it doesn't always happen of course - that that would be dealt with before the urban deferred gets lifted and it goes straight urban, but it's certainly something I personally as a planner have dealt with in other areas, and it's really just a case of if the servicing agencies can assure everyone that the capacity can be made available.

MS TAYLOR: I guess what we're dealing with here is the certainties and uncertainties for some people, and what they have been led to believe in the past, and what we're landed with now.

MS CATHERWOOD: Yes.

CR WHITFIELD: In order to actually clarify whether we go to urban or stay at urban deferred, there's a need for infrastructure coordination, and the Council has mechanisms in place that enable that to happen. While it hasn't been developed for this site, there are mechanisms that are available to the Council to enable infrastructure to be coordinated.

MS CATHERWOOD: Some infrastructure. I think that needs to be made clear. There has been some discussion about what constitutes development contribution items, and I wouldn't want to speak on behalf of my Council without them considering it fully, and understanding what they're getting into with some of these items. Certainly Landcorp have mentioned that they want to operate as a bank for the development contribution items for all sorts of items, which are not ordinarily things that we collect money for. Things like roads, that sort of thing is quite reasonable.

MS TAYLOR: A holistic approach (indistinct).

MS CATHERWOOD: Things like relocating switch yards is a massive risk, which I would want Council to be fully informed about before they were to agree to go and do something like that. We're the ones that would end up holding the proverbial baby.

CR WHITFIELD: What about issues such as the questions about there's water and sewer infrastructure that needs to be managed?

MS CATHERWOOD: Again those servicing agencies have their own development contribution costs and arrangements, and as far as I'm concerned, as the person who physically administers the development contributions we have, that is outside of Council's responsibility.

CR WHITFIELD: Okay.

MS TAYLOR: Lauren, does that help you?

MS AITKEN: Yes.

MS TAYLOR: Okay, thank you. I thank you for the second time for coming in.

MS CATHERWOOD: No worries.

MS TAYLOR: Thank you for having me. Nice to meet you.

MR FERRARO: Thank you.

CR WHITFIELD: Thanks, Carol.

MS CATHERWOOD: Have a good day.

MS TAYLOR: Thank you, you too.

MR FERRARO: Unfortunately you have to go by road. You can't go by rail.

MS CATHERWOOD: Not yet.

MR NIGEL PARKER
representing Alba Edible Oils

MS TAYLOR: We have got Nigel with us now?

MR PARKER: Yes.

MS TAYLOR: Would you like to come forward now? Lauren, this is private, so could we have the door shut?

MS AITKEN: Sure.

MS TAYLOR: Nice to meet you. I'm Elizabeth Taylor, the chair.

MR PARKER: Nice to meet you too.

MR FERRARO: Eugene Ferraro. How are you?

MR PARKER: Good, thank you very much.

CR WHITFIELD: Ian Whitfield, City of Cockburn.

MR NICHOLAS TEMOV: (indistinct) Department of Planning.

MS TAYLOR: And we have Lauren.

MS AITKEN: Hi, Nigel, nice to meet you.

MR PARKER: Hi, Lauren, how are you going?

MS TAYLOR: So we have your submission in front of us, Nigel, and we have all read it. I have actually been and visited the site. I have been dealing with the site for many years now, so I am quite familiar with it, and Lauren was good enough to drive me around on Monday.

MR PARKER: Okay.

MS TAYLOR: And make me aware of more of the issues that we have had to deal with today. We are recording this of course, as we have to. The report goes in to parliament. You will hopefully have something in addition to your submission that you can give us, and if you wouldn't mind giving us just a couple of minutes to ask you questions as well, if you're happy with that, so that we can fill this all in and put this together with our report from today's submissions. So over to you.

MR PARKER: No problem. I'm a last-minute substitute, if you like. Ashley is up in Thailand on business. I have the basics of what's going on.

Really Alba has been a company that has been operating in the Coogee area for probably over 20 years, and it used to be down in the area where Port Coogee is, and we moved in the late nineties I think to the new land that was released there, and we took that Landcorp land and developed a new factory there, and probably about three years ago invested quite a lot of money in completely overhauling all of the factory, putting in a state of the art refining facility there for edible oils, and we're one of the biggest edible oil manufacturers in Western Australia, and we export quite a bit as well.

So obviously we have put quite a lot of investment into that piece of land that we have. It's really a 20-year plan for us, that sort of refinery. It's expensive. It's something that has got quite a long life, and we want to make sure that we obviously get good value for that.

There's really just three key areas that we really wanted to just emphasise today, and I will go through them one at a time. The first one really is the importance of I believe it's going to be called Cockburn Coast Drive, the extension effectively up behind our land, across the ridge line of the new road. Our plant operates 24 hours, seven days a week, and we shut down periodically for maintenance, but we basically operate all the time.

So we have trucks delivering, road trains delivering our crude oil, and then we have plenty of trucks taking away our finished product. So we want to make sure that access is high on that agenda, because we do need good access for there. There are big double road trains that come into us. It's a bit tricky now, to be honest, the Cockburn Road the way it is.

Certainly this whole rezoning is going to certainly improve things, I'm sure, but it's just a matter of making sure that it suits what our needs are as well, and that road is really critical to us, so I think we would like to see that it's budgeted for, and a timeframe for the go ahead is in the actual plan.

The second one really is just an acknowledgment for any of the new residential buildings that come into play, an acknowledgment that there is existing manufacturing businesses in the area, and maybe to the point where they have caveats that say that they recognise that we have our rights too as a manufacturer, and it has been there for quite a long time.

I believe something similar was done with the Coogee area, to do with the railway lines, that people acknowledged, "Yes, there's a railway line and I can't complain about the noise later." We don't really make an awful lot of noise and an awful lot of smells, but we're still a manufacturing business, and we have trucks, and so forth. So I think acknowledgment from anyone in residential of that, that we are there.

MS TAYLOR: Yes.

MR PARKER: And the final thing really is just making sure that the design guidelines for anything residential in that area allow for maybe avoiding things that would expose the residents to hearing noise and seeing things, if any design guidelines can be put in place to minimise the impact on residents, because obviously if that's minimised, then there's less like to be a chance of people complaining about it. That sort of is a pre-emptive thing really. That's all I really have.

MS TAYLOR: Okay then. Some of the points that you have actually made are for the next detailed (indistinct) at structure planning stage, and we will make a note of your comments from today. I will just see if Eugene has got any questions.

MR FERRARO: Can you just point to me where you are?

MR PARKER: Right there.

MR FERRARO: Right in the corner, yes. So on the corner of (indistinct).

MR PARKER: Yes.

MS TAYLOR: I think we went past there, didn't we, Lauren?

MS AITKEN: Yes, we did. Questions, Ian?

CR WHITFIELD: Firstly, you haven't had any complaints to my knowledge>

MR PARKER: No.

CR WHITFIELD: Lauren, you were mentioning with the rat run, do you think this is one of the rat run people, the trucks associated - - -

MS AITKEN: Around the back way?

CR WHITFIELD: On Bellion Drive.

MS AITKEN: I think the rat run is less associated with the trucks than it is the car movements along Bellion, but the freight movements are using Bellion Drive because of the ease of access compared to other areas.

MS TAYLOR: Okay. Anything else, Eugene?

MR FERRARO: How do you see the transition happening from this area, in your mind, or your company's mind, the transition happening from industrial to urban? How do you see that?

MR PARKER: I don't really know, to be honest with you. I'm not really fully aware of what the overall plans are, but what I'm assuming is that the developments that have commenced already, just a bit to the north of us, are going to gradually move down the coast, and obviously some of those are going to be a bit high. We are buffered to some degree, I suppose, by Fremantle Cold Stores. They're right in front of us.

MS TAYLOR: That's right.

MR PARKER: They've got quite a big building anyway, so I would imagine that that does potentially insulate us to some degree, but really probably my personal view would be that it's more to do with the fact that we've got trucks moving around. Like I said before, we don't make a lot of noise and a lot of smells, so we're not a particularly offensive factory. We're not pretty to look at, but it's more the access for vehicles, and so forth, that I think are going to cause any issues that I would be able to see.

MS TAYLOR: Maybe at the next level down, it could be (indistinct) development where that part is sort of left until things are resolved.

MR PARKER: Yes.

MS TAYLOR: I'm talking about design guidelines and all those kind of issues that need to be thought out when the Structure Plan is - - -

MR PARKER: Depending on how close potential residential will be in the end, I think obviously it would have to be reasonably close to have any issues (indistinct) movement of traffic.

MR FERRARO: What do you mean by reasonably close? What does that mean? On your borders? 100 metres from your border? I'm just trying to get a feel for what you mean.

MR PARKER: Probably on the borders to within the 100 metres. I can't imagine anyone the other side of, say, where Fremantle Cold Stores is, I can't imagine them having a major issue unless they're particularly high rise.

MS TAYLOR: Okay.

MR FERRARO: Your business, you mentioned you have been going there for five to eight years, so you anticipate, for money spent, you're going to be there another 15 years.

MR PARKER: Yes, that sort of thing. We did quite a large investment about three years ago. The business has been on that particular site I think since the late nineties, and prior to that, it was further down where Coogee is. We have had a very large (indistinct).

MR FERRARO: So your business plan would have said, "We're going to be there another 15 years."

MR PARKER: Yes, of course, yes.

MS TAYLOR: Okay. Any questions, Lauren?

MS AITKEN: No, thank you.

MS TAYLOR: You're happy with that? Okay, thank you for coming in, and we have taken a note of your comments, and taking the time to put the submission together as well, thank you, we appreciate that.

We have still got a couple more to go for the end of the day, so we will make some kind of a report. Time wise, this will go to WAPC I believe next month and then, Lauren, after that?

MS AITKEN: Thereabouts, yes, and then subsequent to that, the amendment goes to the Minister, and then needs to go to parliament, and depending on the timing of when parliament sits, we would be looking at having the amendment gazetted early in next year, towards the end of February or thereabouts.

MR PARKER: Okay.

MS TAYLOR: In the meantime, any questions you have, if you have forgotten to (indistinct), just contact Lauren. Lauren's going on holidays, but Nick will be around, just in case you want to discuss anything else.

MR PARKER: Okay, lovely.

MS TAYLOR: Fantastic. Thanks for coming in.

MR PARKER: Thank you very much.

MS TAYLOR: Thanks for your time, and your submission.

MR PARKER: No problem.

MR FERRARO: Thank you.

CR WHITFIELD: Thank you. It's good to see an export is still going.

MR PARKER: Yes (indistinct).

Mr ANDREW SULLIVAN
representing himself

MR FERRARO: Eugene Ferraro.

MR SULLIVAN: How are you going?

MS TAYLOR: Thank you for coming in a little bit early for us.

MR SULLIVAN: That's okay.

MS TAYLOR: We had a couple of cancellations today, so we thought we might as well move along. Thank you for sending in your submission, and coming in today. I was just having a little déjà vu, a little reminiscence from past times.

MR SULLIVAN: Yes, true.

MS TAYLOR: And all the work that you did, I'm suspecting that you have done as much work here as well. So welcome to our little Committee. We've got your written submission. As you know, you've done all this before, and so we will have a listen to what else you have to say, and we will take notes. If you could just give us a little bit of time to ask questions of well, and of course we are taping it to go to the parliament and the Minister, et cetera, as we have to do, and if you have any questions of us, please feel free to ask. We have had all these hearings today, so we're (indistinct).

MR SULLIVAN: All done in one day, yes.

MS TAYLOR: I have been over the site many times, because I did the Coogee thing, and Lauren was kind enough to drive me around on matter as well, to check all the highlights, and of course Ian is well aware of everything that's happening down there, and Eugene, as a past departmental officer, is also a full bottle. With all of that, over to you, and we will listen to what you have to say.

MR SULLIVAN: So obviously I won't go through all of my submission, but I really just wanted to leave you today with four key elements, and some new thoughts, some additional thoughts, on what I had made in the submission, and I'm also on the steering committee for Cockburn Coast as well, so I have been learning a little bit more and paying even more attention to it than before.

MS TAYLOR: Yes.

MR SULLIVAN: The four things I wanted to leave you with is that in general terms I don't believe the original objectives for Cockburn Coast are really being met, and I believe fairly strongly that the actual development outcomes that are going to come from this are still a little bit undercooked, if you like.

The four points in that are that it really is the last significant opportunity in the Perth area, and particularly in the centre part of Perth, to create a vibrant, high-density coastal mode, one that isn't sort of on the outskirts of our city, our corridors, one that's actually quite central to Perth. It really is the middle of the Perth metropolitan area, and it really is a great opportunity because there aren't too many (indistinct) sites along our coast. This is pretty much the only one that's up for redevelopment, and it really is an opportunity that can't be in any sense wasted.

The original aim under the Mactiernan Planning Department was 20,000 people. That was I think plucked out of the sky really. As I understand, Alanna just said, "Let's put 20,000 people there." Realistically it wasn't a bad punt.

MS TAYLOR: It was a dialogue thing though, wasn't it?

MR SULLIVAN: Yes, I think it was, but essentially it has fallen very short of that. We're talking I think around about 10,500 people now. Perhaps realistically 20,000 wasn't achievable once you start doing all the investigations, but I really believe there is opportunities to actually use the land a little bit more efficiently and effectively, and hopefully create at least maybe 15,000 people living in that area.

I think the direction that the planning is heading for Perth, with directions 20, 31, and the like, we have an obligation to actually use that land as well as we possibly can, and so that's another element I want to leave you with today.

My feeling is that the land use is a little bit wasteful, especially along the ridge line and especially around the power station and along the coast. Some of that is because the planning perhaps hasn't yet been done more down towards the coast. Some of it is primarily to do with the way in which we're continuing to run the red road through the ridge, and I will come back to that.

The third element I wanted to leave you with today is that the environmental and recreational assets that we have along this section of coast are very special. We use a lot of Cockburn Sound for industry, and yet it really is the jewel in the crown. If we were starting again from scratch, we would have recognised Cockburn Sound as the Ningaloo of the south, and actually protected it accordingly. We haven't done that. That's our history. We can't go back on that, but in terms of what's left, this is one of the jewels in the crown.

The ridge line, people talk about the ridge line. I think it's very undervalued at the moment. People in Perth perhaps don't quite yet get our bushland and its recreational assets and values, but also because the ridge line there is very hard to access anyway at the moment. It's a regional park, but it's not a very highly accessible regional park, and if it was accessible, like Kings Park, I'm pretty confident it would be used like Kings Park.

So I don't believe the assets are being valued to the extent that they should be in terms of the overall planning for the region, and again it gets back to the separation of urban from the coast, and the separate of urban from the parks and recreation of the ridge line. So we have got great assets, but, like so many places in Perth, they are segregated.

The last one is that the planning, in my opinion, has failed to accommodate the transport needs of the region in a way that allows the region to be anything but a car-dependent environment. So as we are trying to move away from that scenario, that sort of outcome, we don't seem to have plans sufficiently far in advance to ensure that we can move away from that, and I will touch on those things as well.

Obviously most of those things have been covered in my report. What I thought would be more useful would be to bring a map along, and talk to a map, so if I can indulge you with that.

MS TAYLOR: Thank you.

MR SULLIVAN: The problem with maps is that they are always massive. Obviously you're all familiar with the site. What I have tried to do is essentially identify what the ridge actually is, what the Manning Park, Beeliar Regional Park actually is. It is a series of ridges and high points that run all the way along our coast, south of Fremantle, starting in fact in Fremantle, but in terms of this particular area, starting at Clontarf Hill in Fremantle, and getting up to the much higher ridges in Cockburn.

There's five points here above 50 metres, so these are the high points, and the darker green areas are the areas that I have highlighted because they're above 40 metres, and there are valleys between these little ridges, but typically they're the areas that I would describe as the ridge line.

Obviously the previous MRS had the road running more through the middle of the ridge, right up here, and the intent of this MRS amendment is to in part try and mitigate that as far as reasonably possible, but the reality is - and this is the MRS red road dotted line - you can see that it still significantly cuts through major portions of the ridge. So that knoll is gone, this one will need to be cut into, and this one is a little bit affected.

I have dotted on here the heights in the other areas, so you've got 50 metres there, 25 metres. There's quite significant elevation changes along this ridge, and you drop down into valleys which are 20 metres lower, and then you pop again. So you know that when you try and build a red road, those sorts of contours are going to be significantly challenging, and there will be a lot of cut and a lot of filling going on in these areas, and any cutting and any filling is going to be a very dramatic scarring of the landscape, and also a significant barrier between anything that we do here and everything that we have over here.

What we have over here is not just bushland. We have Manning Lake. We have the Azalea Ley Homestead. We have the outdoor cinema, which Cockburn use regularly in summer. We have Manning Park. They're great recreational assets. They're probably current utilised at a district level, at a local level, but they are really regional assets and that's obviously recognised by the fact that they're part of the Beeliar Regional Park, and they really ought to be better connected.

So if we're going to cut all these people off from over here and force them to get in their car and drive all the way around and come back because we create these barriers, then we're not utilising those assets. There's that aspect alone, so we are impacting very significantly on the ridge, and we will be requiring ultimately, if the road was built, significant cutting and filling of that landscape.

We've already seen that to a lesser degree at Port Coogee, and anyone that knows the road at Port Coogee just knows what a barrier it is between development and whatever's on the east side of it. You can't build roads like that and expect people to easily cross them as pedestrians or easily see where they live as being connected to the other side. Port Coogee turns its back to that road. It puts a sound wall up. It really says, "I don't want to have anything to do with this road." Development doesn't integrate with it. So that is the nature of a red road, and that is exactly the type of response that you will get from development.

So in that sense I guess I'm very concerned about the impact on particularly the higher parts of the ridge line in the southern half of this area. The other aspect is the bits that relate to the Fremantle part of the ridge, which is Clontarf Hill, which is over here. There's a massive amount of red road obviously here, where Roe Highway and Cockburn Coast Drive intersect, and there's huge amounts of land set aside for all of that because I guess Main Roads basically don't really know what configuration is going to be there.

But by doing that, what's underneath here, every bit of these red roads that's running through here is essentially reasonably good vegetation, or the potential to be good connectivity to other areas of the vegetation. So some of the vegetation is degraded, largely because we're talking about, particularly on the west side of the ridge, coastal heath environments, so it doesn't look great.

It doesn't look like the tuart forest that you see in Manning Park. It looks like coastal heath, so a lot of people will automatically go, "That's pretty degraded, scrubby," but it is actually a natural part of what we have, and they are developments that you would ideally love to be able to link through and walk through from, say, somewhere like Clontarf Hill, with its mature tuarts and decipions, limestone mullocks, through these areas, to connect to all of the other areas, and we have argued fairly strongly over the years that ideally Clontarf Hill could be connected to the Beeliar Regional Park.

There are other connections. There are the stables which obviously the WAPC has now recognised in its amendment to the amendment, modification to the amendment, but there is a lot more than that. It's not just one little site. It's actually the relationship of the stables to the heritage horse park down to the heritage-listed beach, et cetera, et cetera. So there's a lot of history and linkages there.

There is also in the ridge a lot of wartime history, with the emplacements that were here, so similar to Mosman Park and Rottnest Island, major guns here, but also scattered around through all of these areas, and not always well documented, are tunnels and lookouts, and the like.

MS TAYLOR: Yes, I saw that.

MR SULLIVAN: Even I don't know exactly where they all are. I understand there is actually one around about in this location, but I've never been able to actually find it. People swear to me that they do know where they are, and that they are there, and they're major tunnels, just like at Mosman Park at Buckland Hill, and again I don't believe there has been enough research to properly identify and to protect those assets. We have found a colonial well over Clontarf Hill just in the last couple of years, dating back probably to the early settlement. It's a forgotten area. These things haven't been properly identified, and again we're doing MRS amendments without dealing with those properly.

So there's that aspect, and then there's the coastal aspect, which is we have a fairly limited amount of beach south of the river that's genuinely available to the community. A lot of it is only available for low-level access, so fishing beaches or the like. There's very few spots which are available for high-intensity usage in a coastal planning sense, so a regional beach, and the like.

We have a huge amount of area that's Woodman Point, which again has got to be kept low usage because it's primarily an environmental conservation area, so you can't have a regional beach in the middle of a conservation area. They just don't mix.

So the opportunity to get high-intensity type beaches, Cottesloe, Scarborough, are really only here - and I know the MRS plan only deals with the broadest possible things - but at the moment, the way in which everything is configured is not making the best use of the coast. By not having the resolution around the power station, by not making use of that in a much greater sense, we're actually not getting that opportunity integrated into the planning at the beginning.

The landowners that are sitting up here are all saying to me, "We don't know what the future of our land is. We can't plan while this isn't being properly planned in terms of trying to resolve the issue," and they also feel that there are other aspects around there that aren't being resolved.

So in terms of what all that means to the MRS amendment that we have in front of us, I guess the fundamental thing that I think needs to be changed is the road planning, and a focus from the 20 or 30-year road plan of the ridge road to a focus about what is actually needed for good development right now, in the next 10-year timeframe, because that's when the whole of Cockburn Coast is going to be considered.

It seems to me, with all of what I understand, with the red road running along the ridge, most people are saying that it's not even likely to be built for 20 years if not longer, or if ever. So we will have this road there, ready to be implemented, but all the development will have to respond to it in a way, and in a way, it actually blights the way development can occur in that area, because without it genuinely being there, most of the traffic will still use Cockburn Road, which means that anything that you wanted to do with Cockburn Road in the interim is going to be blighted by that.

The original District Structure Plan luckily is being reinvented at the moment through the Cockburn Coast Steering Committee, and some of the things that we have talked about in terms of Cockburn Road, which was to be the Rokeby Road of this area - it was to have a much more traffic calm, light rail potentially running down the middle of it, et cetera - that emphasis has been shifted thankfully to being that the real emphasis of commercial local centre elements will probably not be in the north-south direction, running along this road, but actually in the east-west direction, linking that road to the beach areas. So you will probably see a node of activity running from Cockburn Road down to a regional beach, and another node of activity running from Cockburn Road down to the power station, so two nodes, which are there and there, so doing that.

What I would like you to think about is visualising that in the context of, say, Stirling Highway in Claremont, where you have commercial activity, showrooms, those sort of things on Stirling Highway, and then you have your Bayview Terrace or your Napoleon Street, say, in Cottesloe, where you have the sorts of things that local communities gravitate to and use for shopping and entertainment, and all of those things, and at the end of that, a beach.

So I think the direction that Landcorp and Lauren and others are taking in this is actually significant improved. What it allows us to think about is Cockburn Road being different. Instead of thinking as Cockburn Road as something that we have to actually worry about slowing all the cars right down to 40 kilometres an hour, not sort of seeing it as the through route but actually thinking, "We've got to build that red road on top of the ridge at some stage, to be able to get the right environment in Cockburn Road," it actually allows us to think of Cockburn Road as being the through route, in the same way that, say, Stirling Highway is through the western suburbs.

It also then allows us to think of what are the opportunities in actually doing that. I should say too that if you look at the broader MRS map, we currently have these two red roads, Roe Highway and the Cockburn Coast Drive, coming in, arriving at Clontarf Hill, and unfortunately that plan doesn't show it, but if you pull out the broader MRS, you will find that they stop there, that there is no plan in the MRS for either a blue road or a red road running north of Clontarf Hill, because the bypass was deleted, and if McGinty had had his way and had managed to get another term of government he was, as far as I understand, planning to deal with these other matters later. So they have been left there, unresolved.

MS TAYLOR: Yes.

MR SULLIVAN: At the moment we don't have the planning I guess documentation to suggest that we should be taking them off, and obviously Main Roads don't want them taken off, for their own reasons. What I particularly worry about is we've got massive red roads, two of them, not just one, coming into a funnel effect of Fremantle. I defy logic to understand how you can pour all of this vehicular traffic into the top of a funnel and expect it to get through Fremantle in any solid, logical planning way.

You can't take the capacity of two red roads and run them into something that is barely a blue road, which is Hampton Road.

It's not even a blue road on the map. It has currently got a bus-dedicated lane, so it's one lane in each direction, and the Cockburn Coast document talks about it still being a dedicated busway into the future, and running the dedicated busway along Cockburn Road. So we will never have the capacity for those two red roads to go through Fremantle unless we actually destroy Fremantle in the process.

So I guess what I'm arguing is that at the absolute best, Hampton Road could probably be a blue road without the dedicated bus lane, so if you didn't have the dedicated bus lanes you might still be able to achieve four lanes in each direction in some areas. I'm not necessarily advocating that, but I'm just saying that as the best case scenario in terms of the traffic volume that could go through that area. It probably ought to be less.

So I would argue very strongly that there can't be a red road running through this area because it can't go anywhere, that the best that you should be planning for is a blue road or something less. If it's a blue road, I strongly believe that Cockburn Road, the existing Cockburn Road, can probably accommodate that.

One of the things I've been working on with some of the landowners up towards the back of the power station is indeed whether or not that road should be behind their development or where it currently is now, and what this plan is actually showing is a slight variation of the Cockburn Coast strategy, which is to actually utilise some of the red road MRS reserve and bring Cockburn Road up to the ridge line, or up to below the ridge line, and connecting straight then to the road that runs behind Port Coogee.

So it's essentially recognising I guess the philosophy that was built into this up here, and just running it a little bit further along, to enable more of this land here to be part of the coastal node environment, and that ought to significantly enhance the way in which that can be developed, but I want you to have a look at some of the things that it does.

If we're careful about where we put it, most of it could happen within the existing red road reserve. It could probably also free up significant areas of government land for redevelopment. So I'm not here just saying everything that's currently green should be green. I'm actually saying we need to protect what's worth protecting and we need to develop - - -

MS TAYLOR: (indistinct) compromises.

MR SULLIVAN: Yes, they are, and so putting the best (indistinct). So there are urban opportunities there. There is also the power lines, the power, the switch station issue. Again currently still in the MRS, we're saying, "We're just leaving the switch yard where it is," and I know that's because there hasn't been a plan developed to relocate it, but something very interesting occurred to me what I was drawing this sketch last night, was the switch yard, Landcorp are looking at perhaps putting it over here on a block that they have, so taking it from down near the coast and bringing it up here, but still utilising urban land for the switch yard.

If it's an open site, I think it needs two hectares. If it's a building type, it probably needs less than that from memory. What I've looked at is the possibility of actually using current MRS reserve for the road for the switch yard. What that does is it takes two hectares that would otherwise have to be found with an urban environment and allows government to use land that would otherwise be built for a red road for the switch yard. So it's actually a far more efficient way. It yields an extra two hectares of development. So it not only takes your yellow special purposes area from the switch yard down the bottom, it actually allows you to develop that, and it doesn't take another area away for the new switch yard.

The overhead power lines are coming in here. There's green lines on the map underneath. So the main overhead power lines for the whole region are coming in here, and in here, and this is right at the point where those overhead power lines are junctions, and they currently blight everything down through here obviously because you can only develop certain things underneath these power lines. So by getting that as far east as possible, and actually putting in what is essentially what is a dip in the ridge, provides a significant opportunity to utilise land in a more efficient way.

There are some really interesting pump stations and substations and switch yards around the world that are being developed at the moment that are very well integrated into landscapes, and I think the opportunity here could be to do that because you're basically getting the land for free in a sense, because you're not using urban land to build it, so you can probably put more into the actual facility that you're building. So it could actually be integrated into the landscape as a very interesting feature.

There are other areas obviously, benefits that come out of this. The main one, obviously because the red road currently is perhaps not impacting the ridge quite as much at this end, so that's why I felt the opportunity to say, "Maybe it's okay to put the blue road in that area," but this area is where the greatest impact is on the ridge, and it's also where the greatest impact is on connectivity in terms of the north-south connectivity.

So in this area, what I'm suggesting is the blue road goes back down to Cockburn Road, and that allows all the development that occurs in here to actually interface with the regional park in a way that this is a road that would be like something you would experience in Kings Park. It's a very meandering, park-like environment, follows the contours around, doesn't require digging or destroying of anything, and then you would just get development over the road, looking straight into it, using it as an asset.

It also provides opportunities to actually get greater connectivity in an east-west direction back into the existing community. So, for example, an indication is you could have this sort of tourist drive around the edge of the park, and then allow that to cross over the regional road, back down into the development. What that would do, for example, all of these people here would then have quite good pedestrian and cycling, and even vehicular access, over into Manning Park, to utilise all of those assets, but all of these people that are living in this catchment here, this area, also get good connectivity through a valley, through the low points, across down into the regional beach, down into the development.

So all of a sudden these people are going to be given the opportunity to actually get through this parkland to the other side in a way that actually is safe and useful, and really provides that connectivity, and there are other opportunities along there which do the same, but it's about recognising that by removing the red road you can actually achieve many of these things.

I guess another element about the transport planning that's really important is that, as I said, the roads and the planning at this stage is suggesting that Hampton Road and Cockburn Road would be a combined north-south car link, but also a transport corridor. It's not dedicating it as such, so we're not talking about T2 level trainlike transport running along Cockburn Road, which is disappointing, but we are still talking about dedicated bus lanes.

The problem with that is you're putting all of your transport into one corridor, certainly doing that into one corridor here, so you're putting your road transport and your public transport into the one road, which actually is fairly narrow. When you get to here, we're trying to do it into two corridors. We're doing it in the red road and then Cockburn Road, and that's fine for here, but it doesn't work when you get there.

So what the City of Fremantle has been working on, in terms of its public transport, is suggesting that really the rail corridor ought to continue to be used as the primary public transport corridor, not continue, it should be created as the primary public transport corridor coming out of Fremantle, because it means then in the Fremantle section you would have two corridors of transport, one which has a capacity for four lanes of vehicles, and the other which has the capacity for freight and public transport as well.

By doing that, you're probably going to make the most efficient use of the limited land that's available in Fremantle, but if we do that in Fremantle, we kind of have to do it the same way in Cockburn Coast, because the two are integrated.

MS TAYLOR: They're linked.

MR SULLIVAN: Yes, so one of the things that the MRS didn't really do, the amendment, is look at dedicating public transport routes out of Fremantle and through Cockburn and beyond, so really we haven't yet fine-tuned the MRS to facilitate that. The freight rail reserve is actually quite narrow in some areas. In some areas it's not too bad. We really ought to have, I think, got to the stage by now where we've gone through that and been able to actually say, "Do we need to widen the freight rail reserve to accommodate public transport?"

It probably is also the case that we shouldn't chop off the option of public transport in this corridor as well. In other words, this corridor still ought to be planned sufficient that it can also accommodate it might be dedicated busways or it might be light rail, or the like, so we shouldn't chop that option off, but failing to do this one means that we chop an option off in Fremantle that is the direction that Fremantle will almost certainly have to go.

MS TAYLOR: We need to probably wind you up.

MR SULLIVAN: That's all right. I've probably covered the main points.

MS TAYLOR: Yes, you've done quite a lot, Andrew, and I think it might be time to give us a bit of a break and ask you questions.

MR SULLIVAN: That's great.

MS TAYLOR: It's a fairly detailed and lengthy submission. So maybe, Ian, would you like to go first?

CR WHITFIELD: I just wanted to see what this road was in the plan. What's it over?

MR SULLIVAN: This one?

CR WHITFIELD: Yes.

MR SULLIVAN: So this is Cockburn Road now, so there's the old hotel.

CR WHITFIELD: Right, I'm with you.

MR SULLIVAN: There's the caravan park in Fremantle, or the chalet park.

CR WHITFIELD: Yes.

MR SULLIVAN: So this is Rollinson Road. This is Embankment Place. So coming along. Underneath it just keeps coming straight, and then it winds its way up behind Port Coogee. So around about just after the last of the big sheds, what I've done is actually diverted it up through Landcorp land. There's a little bit of private land there, but it's mainly impacted by the power lines anyway. It's undeveloped land.

CR WHITFIELD: So therefore the old Cockburn Road, or whatever you might call it - - -

MR SULLIVAN: That section might get lost, might disappear.

CR WHITFIELD: This one comes through here, the new road.

MR SULLIVAN: Yes, that's just indicative, Ian, in the sense of just saying there probably needs to be a grid of roads through this area, and what I'm thinking is that there's the Port Coogee Road, that runs sort of in there, in the same way that that does link sort of along closer to the coast, that that might just continue all the way through, even through to South Fremantle. That's really not an MRS issue. That's more of a local planning issue, but in terms of the MRS, what I'm really emphasising is this ability to do this connectivity.

MS TAYLOR: For distribution purposes you're showing the two.

MR SULLIVAN: Yes, it was more about being able to indicate these linkages and also show where the direction was, in terms of Cockburn Coast at the moment, about still seeing this as a commercial road, but seeing this as the primary place where people do their shopping and their recreation, and the like, so bringing it down to the beach, opening up the beach really.

MS TAYLOR: Okay. Eugene?

MR FERRARO: Andrew, one of the reasons why the eastern road was so wide was because of the need to cut. The section that you've got to the south, it looks like a nominal 20-metre road. It looks like it from here. It looks like it may need to be wider to accommodate the cut and fill there.

MR SULLIVAN: The levels there, it's around about 30 metres there. There's only a spot I guess over here where we're talking about, and that line there is the 40-metre contour. There's the 30-metre contour.

MR FERRARO: Yes.

MR SULLIVAN: I did think about it running it around like that, but what I thought also is that if we actually did a cutting in that area - - -

MR FERRARO: A tunnel type cut.

MR SULLIVAN: Yes, more like Servetus Street is, so that you actually really just plane the sides down, and then you get across it, so that your impact in terms of your parkland is actually reduced significantly, but it does get back to that's 30 metres there. So it's actually only a localised deep digging, and the same is true there, and then it's pretty much a grade.

MS TAYLOR: Would you just explain to me, Andrew - I know you didn't touch on it, but it's in your report - on how this transport way that you have drawn up here, how the marina affects this transport, the suggestion of the marina affects this transport (indistinct).

MR SULLIVAN: The marina is probably completely independent of all of those things.

MS TAYLOR: Yes, it is, but you can't - - -

MR SULLIVAN: It's a marina that would not have boat launching in it, for a start, because boat launching and high-density urban environments do not mix. You just do not try and mix them together. We already have a good facility just down the road, at Woodman Point.

MS TAYLOR: The point you were saying there was it wasn't enough.

MR SULLIVAN: It's not enough in terms of boat pens. Woodman Point has no real capacity to accommodate boat pens. It has plenty of capacity to accommodate boat launching. There's not enough available space in the Woodman Point area to allocate a lot of boat pens. What we need in the region is around about 850 boat pens.

We now have about 300 developed in Port Coogee, so we still have a shortage. What I'm suggesting is boat pens only out here, but also bringing the advantage that a marina brings to development.

If we look underneath what's there, we have the old cooling ponds. There's a seawall there. It's an area that has actually been changed anyway, but we also have the reality of trying to fit this building (indistinct) storey, pretty impressive building, and other buildings around it that will presumably have to respond to its scale into a beach environment. Along our coast, we typically do not have the benefit that they have over east, where you can really well integrate an urban environment onto the beach, so to create that level of urban environment immediately behind essentially what would have to be a sand dune seems to be a missed opportunity.

My belief is that the marina approach does a couple of things. It allows for high-density and possibly high-rise buildings to occur in a very urban coastal setting, not dissimilar to Docklands in London, but it also, by projecting a little bit further out in this location, you will potentially get the opportunity for a beach that is more sheltered and more north facing, and therefore more able to allow for that level of urban integration with the actual sand, something more similar, for example, say, to what you see at Rockingham, which again is a beach that's very protected, because it's in the south.

So there are those opportunities, and by doing that you actually also get the wind protection as well from the sou-westers, so you're actually responding to the microclimate that we have. The sand draft in this area is in this direction. It all comes in at this point here, and goes in that direction. So these beaches are naturally accreting. When the power station was built, the coast was back here. When that groyne got put in, that width there, that all happened in the space of around about 10 years. That's how much accretion is occurring, and it also caused all the erosion down here, mind you.

MS TAYLOR: What my point is you have got the blue road down there, and then you've got this one coming, I take it, over the top (indistinct).

MR SULLIVAN: This was more about the east-west, and this is about coming into this development from the blue road.

MS TAYLOR: Yes, but there is an importance of that connection through to the beach.

MR SULLIVAN: Yes. It was more about bringing community into the things that the community wants to get to, including the railway station.

MS TAYLOR: You've got a high-residential component there.

MR SULLIVAN: Yes.

MS TAYLOR: Any more questions?

CR WHITFIELD: No.

MR FERRARO: No. I'm actually quite clear. It was clear in the submission, but it's clearer now in terms of what Andrew was trying to do.

CR WHITFIELD: If I may, just one more question.

MS TAYLOR: Yes.

CR WHITFIELD: You did mention the railway reserve would have to be widened, or you just changed the track around?

MR SULLIVAN: You can see on the map that Eugene has got, I think the MRS and the MR are the same. It's actually wider in this area here, but it actually narrows down to there. I haven't done an assessment as to whether that reserve is wide enough or not wide enough, but the thing is, neither has the Planning Commission, or neither has a transport study been done to ensure that, and I guess that's the emphasis. It's probably not a big issue in this area because on one side of it is a foreshore environment. It's a little bit sensitive because it's very narrow at this pinchpoint up here where there's actually also an eroding section of beach.

MS TAYLOR: Yes. So you're generally supportive of the amendment, but there's a few transport road issues that you think could be better (indistinct).

MR SULLIVAN: Yes, obviously I'm supportive of the amendment to the extent that it's a step in the right direction, but there is a fairly big step yet to be made in terms of public transport and road planning that will give you the opportunity to reap significant benefits in terms of government assets, community assets and the way in which development responds in the Cockburn Coast.

MS TAYLOR: Lauren, did you have any queries on any of this?

MS AITKEN: No, thank you.

MS TAYLOR: Okay, you've given us plenty to think about certainly. What do you want to do with this map?

MR SULLIVAN: I would be happy to leave it with you, and perhaps Lauren can return it to me.

MS AITKEN: We have a scanner that can scan that, and we will give it back to you.

MS TAYLOR: Are you happy with that?

MR SULLIVAN: Yes.

MS TAYLOR: Otherwise we don't have anything to show that we have discussed this plan.

MR SULLIVAN: (indistinct) coming up in two weeks' time.

MS TAYLOR: Yes.

MR NICHOLAS TEMOV: I can arrange for that to be scanned.

MS TAYLOR: Yes, and Lauren's going on holidays, so Nick is going to be the man.

MR SULLIVAN: Okay.

MS TAYLOR: The man with the plan. Thank you, Andrew. You have done a heap of work. We really appreciate it. As you can see, we have had a lot of hearings today, so we have got to go through all of that.

MR SULLIVAN: Yes.

MS TAYLOR: You're probably well aware of where we go to from here, but I will just ask Lauren to make a comment about the next part of it, where we go to from here.

MS AITKEN: The amendment will be considered by the Commission and we will plan to get it onto the Commission agenda sometime over the next month or so, depending on when their meeting cycles are. It then goes to the Minister and over to parliament beyond that. We're looking at this amendment being gazetted late February next year, somewhere around that time.

MR SULLIVAN: I understand the politics of it all as well, and I understand that it's imperative probably that this goes through, to allow the planning to continue in a productive manner, and no-one would want to be the person who said, "Okay, let's stall everything for another couple of years." What I'm asking I suppose is yes, let it go through, but - - -

MS TAYLOR: Consider the differences.

MR SULLIVAN: - - - that the continued plan doesn't just stop here, that we actually genuinely look at these opportunities because they are well worth looking at, and I think a lot of people, the landowners but also different agencies of government, are all recognising that.

MS TAYLOR: And I think if I could just let you know that there are several working groups working on a day-by-day basis on all of this, and already from the submissions we have heard today, we have been updated on a few of the things that have been happening in the background, so it's a moving feast.

MR SULLIVAN: Yes.

MS TAYLOR: Certainly we wouldn't be turning our backs on any improvement plans. We are just doing the major colour-in on the map for an MRS. However, some of the detail which can be done at the next stage down, it is terribly important that it is actually recorded as such, so that the next parties that move on with this can actually work with it.

So don't think that your whole submission and all of that work that you have done, the plans that you have done, will just be sitting on someone's desk.

MR SULLIVAN: It's more the lost opportunities that come about by leaving the road there. If there is any possibility that it won't get built, or it won't get built for 30 years, I would very strongly suggest that the negative impact of that blight will be significant on the whole way in which the Cockburn Coast can be developed.

MS TAYLOR: Yes, and we appreciate that comment. There's a big picture you're talking about here.

MR SULLIVAN: Yes.

CR WHITFIELD: Andrew, I would just agree. I think there's some merit in looking at the road issues thoroughly. We had similar sorts of submissions from Main Roads, again being concerned about the road network and the way it works. So I think that our recommendation really is to have that in there, about that flexibility and continuing to work with the regional road network in this area.

MR SULLIVAN: Thank you. Thanks for your time.

MS TAYLOR: Thank you for coming in, and doing all that work, the plans and everything. We look forward to seeing you again.

MR SULLIVAN: Thank you.

MS TAYLOR: Thank you.

MR FERRARO: Thanks, Andrew.