

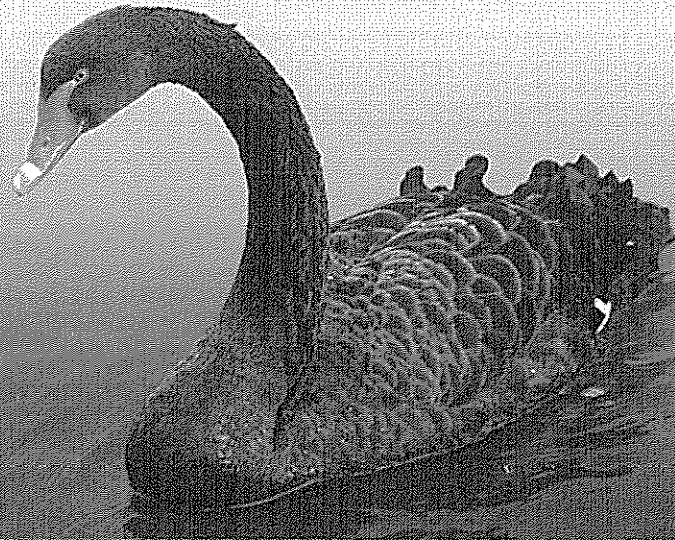
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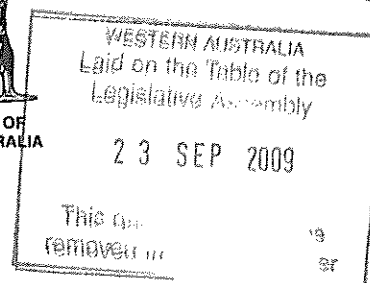
Metropolitan Region Scheme Amendment 1162/41



Claremont North East Precinct

Transcript of Hearings

Town of Claremont



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Introduction to Metropolitan Region Scheme major amendments

The Western Australian Planning Commission (WAPC) is responsible for keeping the Metropolitan Region Scheme (MRS) under review and initiating changes where they are seen as necessary.

The MRS sets out the broad pattern of land use for the whole Perth metropolitan region. The MRS is constantly under review to best reflect regional planning and development needs.

A proposal to change land use reservations and zones in the MRS is regulated by the *Planning and Development Act 2005*. That legislation provides for public submissions to be made on proposed amendments.

For a substantial amendment, often referred to as a major amendment (made under section 41 of the Act), the WAPC considers all the submissions lodged, and publishes its recommendations in a report on submissions. This report is presented to the Minister for Planning and to the Governor for approval. Both Houses of Parliament must then scrutinise the amendment before it can take legal effect.

In the process of making a substantial amendment to the MRS, information is published as a public record under the following titles:

Amendment report

This document is available from the start of the public advertising period of the proposed amendment. It sets out the purpose and scope of the proposal, explains why the amendment is considered necessary, and informs people how they can comment through the submission process.

Environmental review report

The Environmental Protection Authority must consider the environmental impact of an amendment to the MRS before it can be advertised. Should it require formal assessment, an environmental review is undertaken and made available for information and comment at the same time as the amendment report.

Report on submissions

The planning rationale, determination of submissions and the recommendations of the WAPC for final approval of the amendment, with or without modification, is documented in this report.

Submissions

This document contains a reproduction of all written submissions received by the WAPC on the proposed amendment.

Transcript of hearings

A person who has made a written submission may also choose to appear before a hearings committee to express their views. The hearings proceedings are recorded and transcribed, and the transcripts of all hearings are reproduced in this volume.

Minutes of the Committee hearing submissions on Metropolitan Region Scheme Amendment 1162/41 - Claremont North East Precinct

Wednesday, 24 June 2009, Albert Facey House, 469 Wellington Street, Perth

The Committee was established by resolution of the Metropolitan Region Planning Committee (MRPC) on 12 May 2009.

Chairperson	Cr Corinne MacRae	Member of the Western Australian Planning Committee
Members	Cr Lynley Hewett	Chairperson of the Western Suburbs District Planning Committee
	Mr Mike Klyne	Independent with traffic engineering expertise
In attendance	Mr Anthony Muscara	Department for Planning and Infrastructure
	Mr Steven Radley	Department for Planning and Infrastructure

Presentations to the Committee commenced at 9.40am.

The proceedings were recorded by 'Spark & Cannon Pty Ltd'.

The following people made presentations:

- 1) Mr John Bell for submission number 200.
Mr Bell represented himself.
- 2) Mr Brian Curtis, Mr Steve Seward and Mr Freddie Tan for submission number 67.
Messrs Curtis, Seward and Tan represented the Western Australian Police and Community Youth Centres.
- 3) Mr Mike Balfe for submission number 65.
Mr Balfe represented himself.
- 4) Ms Gabriela Poezyn for submission number 4.
Ms Poezyn represented the City of Nedlands.
- 5) Mr Mark Bancroft, Mr Ryan Falconer and Mr Ben Rose for submission 204.
Messrs Bancroft, Falconer and Rose represented the Town of Claremont.

Cr MacRae declared the hearings closed at 11.55am.

Chairperson: *Cr MacRae*

Date: 24 June 2009

MR JOHN BELL
representing himself

CR MACRAE: Please take a seat, John, and I will introduce you to the members of the committee.

MR BELL: My doctor wanted to readmit me to hospital because my foot is infected after an amputation. I said I had to come here first, and then I'm going back.

CR MACRAE: Okay. Do you know Councillor Lynley Hewett from the City of Subiaco?

MR BELL: Yes, I am an admirer of hers, although we often cross swords as well.

CR MACRAE: Okay. This is Michael Klyne who is our independent expert on traffic matters.

MR BELL: How do you do?

CR MACRAE: And you know Anthony Muscara.

MR BELL: I have spoken to him on the phone. I have never sighted him. How do you do?

MR MUSCARA: How do you do?

CR MACRAE: Right, John. We have read your submission.

MR BELL: Thank you.

CR MACRAE: And we are very keen to hear from you.

MR BELL: I live at 22A Senate Street in Claremont. I have to say it's physically not possible for me to walk or ride a bicycle to Claremont or to the railway station. I have long-term sporting injuries which have been rehabilitated but that won't completely be a success I regret. The first thing I would say is I apologise if my arguments to you don't strictly comply with the town planning parameters but I am not a town planner so I don't really know which of my things fit strictly in and are slightly out.

The other thing I would say to you is that professionally I am acknowledged as a property analyst in Western Australia. In fact my recent analysis of the Perth CBD was presented to over 500 people at the Property Council of Australia at the Hyatt, so I am actually sought after as someone who spends six months at a time carefully researching an area and passing that on to others in my profession.

My understanding of what you are being asked to consider in the rezoning is, firstly, the downgrading of Shenton Road from regional to local and, secondly, to approve a change

from recreational to residential around the Claremont football ground. I would say to you that in my view as a ratepayer in Claremont the key is the downgrading of Shenton Road has several effects. The second one I will talk about later which is the transport issue and for road access.

The first one is that it allows the destruction of the Claremont Park and Ride because downgrading it local means the Council can move the road. I think we need to go back and see the history of this and the genesis of this development began when the former planning and infrastructure Minister, Alannah MacTiernan, met three times with the Town of Claremont and told them that if they did not put residential development on the Claremont Park and Ride and in that area immediately around the Claremont railway station then as transport and planning minister she would do it and take it away from Claremont Council.

Now, in my view as a ratepayer having interviewed a number of the Councillors of Claremont they really only agreed to that when they could see an extra \$1 million in rates coming their way. So it was forced on them; "that if you don't do I'll take it off you in the same way as I did in the Subiaco Redevelopment Authority so you'll bloody well do as you're told." It's really, in my view, at the expense of the community in Claremont and ratepayers living throughout the western suburbs.

I pray that when the new state government develops its own town planning policies it will put a concrete roof over all of the park and rides on the railway lines which will effectively double the park and ride capacity along the railway lines. At the moment the new state government is soldiering on with the past state government's planning policies and has yet to develop their own way ahead.

I put it to you that the old Claremont marshalling yards which are now the Claremont Park and Ride is an integral part of Claremont and the western suburbs community. It is used for parking by commuters going to the City. It's terribly important for shop staff that they park there and leave the parking bays which are limited available for people shopping in Claremont.

I give the example of Prahran in Melbourne where along Chappell Street all of the shop businesses there lasted the length of their lease until the Council bit the bullet and bought a very large number of houses behind Chappell Street and built a large carpark. Only then did that shopping centre begin to thrive and grow because people simply couldn't get to it.

It's also used by sports fans. If this committee was to go there any time when the Eagles or the Dockers are playing or the Western Force are playing you will find that the Claremont Park and Ride is chockablock with people who then get the train to the Subiaco railway station.

The final thing I would say is that the park and ride is also used by the large number of people who attend a variety of events at the showgrounds. Now, they vary from musical day-outs and things like that to commercial trade shows, caravan and camping shows, things like that. Once again it's chockablock. Not only for the seven days of the Royal Perth

Show but once a week it's absolutely chockablock and it might be in the evening, it might be over the weekend.

I put it to you that the parking at the Claremont Park and Ride which will be destroyed by making Shenton Road a local road, and moving it next to the railway line seriously affects the standard of living and lowers the standard of living of the people living in Claremont and around there.

Look, let me put a question to you as the committee. Have you been told by the new town planning Minister of the promise by the premier to maintain park and rides? I guess I am keen to know from you has that become a policy?

CR MACRAE: Not that we're aware of.

MR BELL: Thank you, but that's illuminating.

CR MACRAE: Is that right, Anthony?

MR MUSCARA: I'm not aware of it at all.

MR BELL: Thank you, but it was a public promise and a commitment as a new planning policy. From what you have told me it hasn't gone from the planning minister to his agencies. I put it to you that downgrading Shenton Road is really deceptive by the Town of Claremont because what it is really about is taking away our community facility.

I would also put it to you that the Town Planning Commission in considering this rezoning was given the information by the Town of Claremont about a survey of ratepayer feedback but I have to tell you as a ratepayer - and I have checked with all but one person in my street and Senate Street, not one of us - not one of the ratepayers were told that these plans would get rid of parking facilities and the loss of somewhere between seven and nine hundred parking bays.

So we were asked to comment on something without being told the truth and the facts by the Town of Claremont. What we were given was a lot of PR hype about how we were all going to walk and cycle to the railway station and to the shops. Now, if the ratepayers in Claremont had been told, "By the way this rezoning and what we are doing will take away what you've got," then I think you would have got a completely different survey.

I would formally request that the Town Planning Commission ask the Town of Claremont to do a new survey which gives all the facts, not selective use of the facts to ratepayers that suits the argument of the Town of Claremont. I apologise for being so strong but that's the way I feel, but I couldn't tell and I read forensically everything that was given to me and nor, quite frankly, could all of my neighbours. As a ratepayer I, and the people in my street and Senate Street, felt deceived.

It's called a transport orientated development which is a lovely sales talk name but it is going

to be a development that very few of us can get to in terms of the shops and the railway station. Frankly, I have wondered whether it wouldn't be better to close the Claremont railway station and open the Showgrounds station with parking there.

The Town of Claremont to me seems rather like the emperor with no clothes that can't see that what it is doing has a certain amount of nakedness and it's fairly self-centred and doesn't consider other people. The Town of Claremont is not taking responsibility for taking away a major regional road as well as the park and ride. The majority of people who live around the area - now it doesn't matter whether they live in Mount Claremont, whether they live in Swanbourne, all parts of Claremont - use Shenton Road to either get to the City or to Claremont or to get to Subiaco to shop.

Now, I actually formally approached the Town of Claremont Councillors and what they said to me is, and it's a lovely quote but was given to me by a number of them which said, "You don't think we should be providing parking for people who don't live in Claremont?" I would say to you that the Town of Claremont is about one to two kilometres wide. It provides facilities, shops and a railway station for everybody who lives around it. We are all one community. We don't think that because we live in Nedlands or Dalkeith or Mount Claremont that we are not part of that western suburbs community and this is our facility.

I also raised it with the Mayor of Claremont and said, "Look, you know, what are people going to do? Where are they going to park?" and he said, "Oh, they can park in the side streets," and he actually said that to me. I thought, "Well, that's crazy. It's already illegal." It's a myopic view of the world which extends about one kilometre in any direction but it's doing more than that. It's actually harming us, people like me who are actually ratepayers in Claremont.

I would like to ask the Town Planning Commission to get from The Post newspaper the photographs that show you that the park and ride is chockablock. Now, they have lots of photographs to show you. Then I think it's incumbent on this committee to say, "Okay. What are these people going to do when I make my decision as a planner?"

I don't know whether this committee has actually been to the Murdoch Park and Ride which is also chockablock as the other ones are where people not only park in the park and ride but they park in all the access roads, half on the kerb half on the road, because there is such an acute shortage of parking.

It seems to me that the Town of Claremont has been misled or led by the nose by what I call the anti-car ideology of the politically correct thought police who think that we should all walk or cycle. Now, cars will change. We won't all be driving my landcruiser. We will be driving smaller cars. They will be electric. They will be gas. They may be hydrogen. They will probably be mostly polycarbonate and very, very light so they will be easy on fuel, but we are all going to use cars to get from A to B.

CR MACRAE: Mr Bell, can I just advise you that you're running a little bit over time.

MR BELL: I'm sorry. I've only got two pages to go.

CR MACRAE: So if you could just stick to the core issues and perhaps not digress into what Mayors or Councillors say.

MR BELL: Thank you. No, no, that's fine, but I think it's important you know what's being said to ratepayers when we say, "But can't you help us?" I think one of the great tragedies is the Subiaco underground railway station. It's fabulous but there is no carparking next to it. This is I think where we are going is a sort of a railway station that people can't get to. The Subiaco railway station is heavily used when I use it to go and see sport. The trains are full and we flock out, but for that fantastic station and a fantastic development not to have a carpark that people can get to - this is the direction we are going in.

This brings me to my second point and that is that rezoning the land around and near the Claremont football ground is very much potentially poor planning. I have given you a number of hand-ups there. That is from what is called realestate.com. What that tells you is that there are at least 70 blocks of land for sale in the Claremont area that have been unable to be sold. They have been on the market for a long time.

I would suggest to you that it's probably 50 per cent more than the 70 blocks. I know, for example, of one block in Queenslea Drive that when it's sold will be divided into four housing blocks, and there is a number of those like that so that on top of that realestate.com will show you that there are over 200 plus homes for sale in the greater Claremont area and 89 in Claremont alone, plus there are a number of properties that have been taken off the market, as I have done, because you can't sell them at the moment.

The Town of Claremont has another property development which is the old Swanbourne drive-in. My understanding, on the best advice from realestate.com is that only seven of the blocks of the 43 have been sold since October last year. There are still 32 available and the price has dropped by approximately \$200,000. So what I am saying is: we are charging along with property development which is inappropriate.

I put it to you that in 2005 to 2008 properties around Claremont within one to two kilometres of Claremont sold very quickly to people like myself as speculators. You bought it expecting to resell it at a higher price. The best example I can give you of that is a kilometre away is the Hollywood High School development where I think there are four or five people or families living there. All the people who bought it now are really thinking twice about even building a house where they can't sell it for what they bought it for or the site.

CR MACRAE: Mr Bell, could you just wind up that point there. I think you are alluding to the fact that a development like this possibly doesn't have market support.

MR BELL: It's insane.

CR MACRAE: Okay. So that's your point.

MR BELL: But if you look at the developments above Coles for the Hawaiian development for 77 apartments, 48 are sold. Now I expect, and I have talked to almost all of the real estate agents in the area - they expect those apartments to remain vacant. They were only bought on spec to resell. Now there are 27 in stage 2 and a large part of stage 1 above David Jones as well. The 3.29 million for the penthouse above Coles, you would be lucky to get two-thirds to three-quarters of that price if you sold it now.

CR MACRAE: I think you have made your point there, Mr Bell. Could you wind up now please.

MR BELL: Okay. Very quickly, yes. There's also the Clough development as well there that hasn't even started. Clearly, there is an oversupply of residences. I need to point out that the Claremont Park and Ride is not separate from the shopping centre. Coles has 290 staff in it's \$6.5 million development. I have been advised by them they need 132 car bays. Now, they have tried putting staff on the train. They've had staff assaulted. The management of Coles now escort, after 5.00 when it gets dark, the female staff to the Claremont Park and Ride so they are safe to get home.

Now, if we then add to it the parking requirements for the other shopkeepers in the Claremont shops I suspect there's probably up to 400 car bays needed, if you look at David Jones and the new developments that's about to be built. I can tell you that a delegation of shopkeepers went to the Town of Claremont and said, "Where are our staff going to park?" and what they were told was, first of all, "Rent some space from Hawaiian," and they said, "That's fine, but we'll have to sack staff. It's not commercially viable."

They were also told by the Town of Claremont, "Tell your staff to park further down the railway line and get the train." So it's not a sympathetic and realising that the park and ride is part of what makes the shopping centre work. If you look at Innaloo, Garden City, Galleria, they're surrounded by parking and the beauty of that is you can drive there, you know you can get a park and you can push your trolley back. I know that the heads of Coles and Westfarmers are very unhappy about the lack of parking for Coles there. You can't push your trolley away.

My final point is the downgrading of Shenton Road, is that it is a regional road. The DPI have already published statistics when they did a study of transport needs for expanding QEII and what they found was that no more cars can get past Claremont down Stirling Highway at the peak times. Guger Street in Claremont now has been destroyed as a commuter arterial road with all of the traffic coming. It's now impossible to get through.

So downgrading Shenton Road will have a detrimental effect on surrounding residents. So you've got Stirling Highway which can't take any more, Guger Street which is now effectively chocked off, and there are plans to make Shenton Road a minor road. The thing about Shenton Road is that at the end of it is the underpass that goes on to Railway Road and Guger Street. That's terribly important for people living north of the railway line either to get to the shops or to get to Subiaco and the City.

I would ask that the Planning Commission initiate some kind of planning analysis of how commuters and other people are going to get past if you have a little municipality in the middle of the western suburbs that chokes off the transport routes for people to get past.

I raised with the transport adviser to the Claremont Council, surely the underpass at Stirling Street, which is at the western end of the shopping centre, and the underpass at Shenton Road should be expanded because you have this wonderful new shopping centre. What I was told is, "No. We don't want to make it easy for cars." Well, you know, if you did that at Galleria or Garden City or at Innaloo those shopping centre would fail. I wonder whether in fact Westfarmers and Coles have got a lemon that should be downgraded to a deli, to a very upmarket deli because there isn't that vision that people come by car.

CR MACRAE: Mr Bell, I'm sorry. I am going to have to ask, insist in fact, really could you please wind up. There is a number of other people waiting to be heard.

MR BELL: No, that's fine. I've said everything I wanted to say.

CR MACRAE: Okay.

MR BELL: You've read my submission.

CR MACRAE: Indeed.

MR BELL: Do you have any questions about the submissions?

CR MACRAE: Councillor Hewett, do you have anything?

CR HEWETT: I just have one question. You made a statement that the state Liberal Party had a policy with park and rides - I don't have any political persuasions as you know - about park and rides to be all covered in two storeys but not all stations are park and ride stations. Is that true?

MR BELL: Not all stations are park and rides, but on each line there is a regional Park and Ride.

CR HEWETT: And Claremont Park and Ride in your opinion?

MR BELL: Claremont Park and Ride is a regional park and ride. People from throughout the western suburbs commute there and get the train.

CR HEWETT: Is it a designated park and ride?

MR BELL: Yes. There are signs up, put up by both Public Transport Authority and by the Council that say Claremont Park and Ride.

CR HEWETT: Okay. Thank you.

MR BELL: Thank you.

CR MACRAE: Mike, do you have any questions?

MR KLYNE: Not really. I understand that the Park and Ride facility is a privilege that one chooses either to exercise or not. In the larger railway stations along the freeway like South Street, Murdoch, and all those, they are provided and fees are applicable.

MR BELL: Yes.

MR KLYNE: But it is up to the PTA to provide that facility because it's their facility that's being used.

MR BELL: I'm really glad - thank you for making that statement because I approached the chief executive of the PTA and he said - what I was told was, "Look" - it might have been the deputy chief executive, I apologise. What I was told is, "Look, LandCorp have refused to provide parking because LandCorp are being asked to do the development where the Park and Ride is." So then I went to LandCorp and said, "Well, look, what's going on?" and they said, "No, no. This is not our responsibility." So then I went back to the PTA. The PTA said, "Look, we need money to buy carriages. We do not have funds and there is no budget to - - -"

MR KLYNE: I understand where you are coming from but what I am trying to say to you is in the same way as what you are saying is the Town of Claremont should be providing this Park and Ride facility, what is the City of Nedlands doing with respect to park and ride facilities? Do they provide any? I mean, you're a Councillor there.

MR BELL: Yes, and I stress I am not appearing as a Councillor.

MR KLYNE: No, no, no. I'm not suggesting that.

MR BELL: I'm not speaking on behalf of that Council.

MR KLYNE: No, no. All I am saying is that is this: it is something that the transport provider - - -

MR BELL: Your comment is absolutely valid.

MR KLYNE: Thank you.

MR BELL: And I support it.

MR MUSCARA: Good. Then - - -

MR BELL: However, having said that, that is not a reason for taking away seven to nine

hundred car bays.

MR KLYNE: That's not the reason.

CR MACRAE: Anyway, look, we can't really have a discussion on this matter.

MR BELL: But there is another reason. There's one more thing. Can I close and say that the Claremont Railway Station, the Subiaco Railway Station - they are the regional stops. Every single train stops there. You asked me about Nedlands. If Nedlands was to look at trying to put a Park and Ride next to the railway line on PTA land only a small number of trains stop there.

MR KLYNE: That is not the issue.

CR MACRAE: I think the issue is the responsibility for development on railway land lies with the PTA.

MR KLYNE: Correct. That's right.

MR BELL: Yes, but that's not a reason for this body to say that you can pass the parcel and not worry about it. This is still a planning responsibility that you have.

CR MACRAE: Okay. Thank you very much.

MR BELL: Thank you.

CR MACRAE: We enjoyed your presentation.

MR BELL: Thank you. Good.

CR MACRAE: Thank you.

MR BRIAN CURTIS, MR STEPHEN SEWARD & MR FREDDIE TAN
representing Western Australia Police and Community Youth Centres (WAPCYC)

CR MACRAE: Brian, come forward. So you have brought - - -

MR CURTIS: I have brought my clients basically.

CR MACRAE: Okay. Can we have your names for the record please.

MR SEWARD: Stephen Seward.

CR MACRAE: Yes, and?

MR TAN: Freddie Tan.

CR MACRAE: Yes, and you're both PCYC.

MR SEWARD: PCYC, yes.

CR MACRAE: Okay. Thank you, Brian. Have you met Lynley Hewett before?

MR CURTIS: No.

CR HEWETT: No. Hello, Brian.

CR MACRAE: She is a Councillor for the City of Subiaco. This is Michael Klyne our independent traffic consultant.

MR KLYNE: How are you?

MR CURTIS: Hello, Michael.

CR MACRAE: And Anthony Muscara, of course, I mustn't forget.

MR MUSCARA: Hello.

CR MACRAE: And I'm Corinne MacRae. So tell us all about PCYC's position on this amendment.

MR CURTIS: Okay. Well, thanks very much for receiving us this morning. I brought along my clients because they may be able to assist with any points that you might like to raise. Essentially the PCYC are a landowner in the precinct area that's the subject of the amendment. They are quite a significant landowner and from the submission hopefully you've got the location of the land in question. It's on the sort of northern side of the oval.

The PCYC's interest essentially is twofold in this matter. One is that they operate a community facility which is explained in the submission but obviously the organisation has a significant role in supporting potential offenders, youth and so on by providing facilities in this location. They are quite a significant facility in terms of the size and range of activities that can be offered here, so it's an important facility.

So that's the first involvement. The second is as a landowner. They are an incorporated body and have responsibilities obviously to manage and deal with the ownership of the property. The situation with regard to the amendment is that the proposals are for residential development of that land and the PCYC is very supportive, as you would imagine, that this is the proposal here and have worked very constructively with the Town of Claremont over the evolution of the proposals for this area.

The situation is that they have - in order to manage their facility they need some certainty on this as to what the implications will be for their operations here so the first thing that they wish to emphasise is that whilst they are very supportive of the project it does require them to relocate from that current location in order to realise this portion, and as a result of that they have engaged with the Town over a period of time to try and secure the relocation.

What they are requesting, however, at this point is that in order to realise the project it is important that they are relocated and therefore they would like to have the support, I guess, of whoever the proponent of the project is on behalf of government. I will mention more about that briefly in a moment. But there is some real uncertainty as to who the proponent of this project is but whoever it is they would like to get the support of the proponent and also of the WAPC and the Town to work with PCYC to find a suitable alternative location.

So that's the first main issue. In the event that that can't be done the facility will continue to operate and in effect the project can't be realised, and we see that as something that would not be beneficial for anyone concerned.

There is also a road proposed on the southern boundary of the property which straddles both I think the reserve to the south and also my client's site. In order to realise that which is required for the development that's proposed - on the immediate north side of the oval there are apartments proposed there - there's going to need to be some land acquired from my client's property and therefore there is a need to resolve this matter so that the relocation can take place.

So I guess that's the first key point. The second point that we make is that as a landowner we are a significant landowner here and we are very concerned that the project to date has proceeded to this point without the direct involvement of my client as a major landowner. Now we suspect that may be because there was some consideration of the fact that they were a "government organisation" and in fact they are an incorporated body that owns the freehold of this property and therefore that may be a misconception that's taken place.

Because they are a major landowner what we are seeking is that there is, firstly, clarification as to who the proponent of this project is on behalf of government; secondly, that those

proponents engage with my clients in discussion about the implementation of it, and how the project would proceed; and also as part of that obviously there's concern that my clients need to manage and run this facility and at the moment the uncertainty is putting them in a position where it's extremely difficult for them to make decisions about the property in the interim. So obviously investment in the property, the running of it, is being impacted by the uncertainty as to who is driving this project.

I guess in terms of significant planning issues at this point we are supportive of the proposed amendment but we are aware that the commission will be receiving obviously the structure plan and the scheme amendment and if there is going to be consideration of the amendments and the structure plan in the round we would like these matters to be considered and addressed at this point, so that is why we are raising them today.

So in essence that's my client's position and as I say I have representatives here if there are any questions that you would like to raise.

CR MACRAE: Thank you, Brian. Stephen or Freddie, would you like to add anything to that?

MR TAN: No, thank you.

MR SEWARD: I think Brian has just summarised it adequately, thank you.

CR MACRAE: Yes. Any questions, Lynley?

CR HEWETT: I'm slightly confused. If PCYC is freehold who actually are PCYC?

MR TAN: PCYC is an incorporated body, a non-profit organisation that operates 24 centres across the state of Western Australia focusing on youth activities and youth services and predominantly addressing target groups who are considered to be at risk, and that is obviously assisting young people to remain within the right side of the law so to speak. We have been doing that since 1941.

CR HEWETT: Yes, I understand that. I was just wondering why there was a difference between Claremont PCYC which is freehold land and say the Subiaco one which is leased from - - -

MR TAN: It all depends on the opportunity presented at the time.

CR HEWETT: Perhaps there are some shareholders.

MR TAN: There are certain areas, certain local government that has the opportunity to provide us a facility and in that case we normally occupy the facility on a peppercorn rate.

CR HEWETT: But it's basically community policing by the Police Department presumably.

MR TAN: We are in partnership with the WA Police of which the federation as the owner of those facilities that we own and which we lease under a contractual arrangement with various local governments, but the police are providing officers to work within PCYC centres to deliver targeted programming and when I say targeted programming obviously addressing (indistinct) at risk.

CR HEWETT: I see. May I just ask: have you got a value on your piece of land? Have you had it valued?

MR TAN: No, we haven't addressed the valuation of the land.

CR HEWETT: You haven't. Okay. Thanks.

CR MACRAE: Mike?

MR KLYNE: I haven't got any questions.

CR MACRAE: Just a couple of things, in terms of relocation - and congratulations, by the way, on the excellent work that PCYC do all over. It is just wonderful.

MR TAN: Thank you.

CR MACRAE: I think as your submissions say it is vital that you have a presence in the western suburbs, in this part of the world, so in terms of relocation are you looking to remain in the close vicinity to your existing site? Obviously your clients are - - -

MR TAN: Exactly. Obviously we have to consciously make a decision based on the needs and user groups within the suburbs of the Town of Claremont as well as the surrounding suburbs of Cottesloe and the suburbs of Subiaco and Nedlands and things like that and we have identified that there is a need for us to continue providing those services because it targets those people who are perhaps if not for PCYC they could be involved in other activities perhaps visiting Northbridge much more often than usual and in terms of drug users and things like that.

CR MACRAE: Yes.

MR SEWARD: I think specifically answering your question, if I could, yes, we have identified and have met with the Town of Claremont in respect of - let's term it the land across the road, what we refer to as the golf course land. Across the road there is the swimming pool and there is a parking area and then there is the golf course land which comprises the short par 3, and then there was the nine-hole golf course.

Recently there has been a referendum conducted by the Town of Claremont and in simple terms the referendum voted against the continuing operations of the nine-hole golf course so I would imagine that would become listed as public open space recreation or land et cetera at some point in time. How it is to be developed we don't know. So what we have said or

requested, I guess, from the Town of Claremont is: there is an obvious land area there of considerable significance. We're not sure but there must be an opportunity to work with them to find a suitable site.

The land tenure and all of that, obviously we haven't gone into any detail. Our preferred position is freehold. However, we would be prepared to accept a long term leasehold interest if freehold was not available. When I say long term I am talking 99 years plus. So the land across the road, for want of a better description, we have specifically identified and have had discussions with the Town of Claremont over a period of time.

I believe the Town of Claremont are looking to undertake some planning of that area as so far as it affects the continuing operations of the par 3 and also the impact on the swimming pool parking and the like. We see it as logical because the swimming pool has a requirement for parking. The par 3 golf course as a requirement for parking. We would have a requirement for parking. So there is a lot of commonality there and we are very, very happy to work with the Town of Claremont to come up with an acceptable solution I guess for everybody. Other than that, we haven't identified nor has anybody else a suitable alternative.

MR CURTIS: If I may, I would just like to re-emphasise the uncertainty on this project. This appears to be a state government driven project but without a clearly identified proponent. My clients are in a situation where they are very supportive of this but there is a whole host of matters that are up for consideration: how it is going to be implemented; how that road will be addressed; who is going to contribute to what and so on.

What's essential is that there's clarity on whose project this is. My clients have been working very cooperatively with the Town but the Town are not the player who will be implementing the project. It is my understanding they have been driving the planning process so therefore there is a major gap in this, which is whose project is it?

I do notice that - I believe that when the Town considered the structure plan they sought to remove a reference in the structure plan to LandCorp being the proponent. Now, when this comes to the Commission we would like you to look at that really carefully because that is a further indication that this is a homeless project in terms of the state government and we really will be continuing to press for who is it that we should be liaising with in order to deal with these implementation matters.

So I appreciate the planning has all gone over a period of time recently smoothly but that's all very well but who is going to implement the project and we would love to be in there with that party but we want to be taken seriously as a major landowner, not assumed to be a government agency that somehow will toe the line because that is a misunderstanding of the PCYC's interest.

CR MACRAE: Okay. In fact I was going to talk about that, too, Brian. We can't offer you any advice in terms of who the proponent or who is going to be project manager.

MR CURTIS: Yes.

CR MACRAE: We are looking at the amendment to the scheme which of course you are supportive of.

MR CURTIS: I understand, yes.

CR MACRAE: There's a long way to go yet. If there are no further questions, and nothing further you would like to add, I would like to thank you very much for coming in.

MR CURTIS: No problem.

CR MACRAE: We will take on board all of those matters that you raised which are really down to the next stage but the structure plan clearly is the next phase and that won't be considered until after the amendment has gone through. So we will do as much as we can to make sure that all these matters are clarified.

MR SEWARD: One more question if I might. I'm sorry.

CR MACRAE: That's all right.

MR SEWARD: Timing?

CR MACRAE: It could go to Parliament certainly by the end of this year one would imagine. So hopefully the amendment could be finalised by the end of this year.

CR HEWETT: Yes.

CR MACRAE: And the structure plan I think has already been adopted by the Town of Claremont.

MR SEWARD: Yes.

CR MACRAE: So it's a question of - it's actually here at the moment, is it?

MR MUSCARA: It's with the Commission, with the DPI.

CR MACRAE: It's with the Commission. The DPI is assessing it but nothing will happen until the amendment is finalised.

MR SEWARD: Of course, yes.

CR MACRAE: And then when that happens there may be opportunities for further discussion with PCYC and all sorts of things.

MR SEWARD: Yes.

CR MACRAE: So that will be the next step.

MR SEWARD: Okay.

CR HEWETT: I'm sorry. You talked about parking. How much parking have you got on site and how much do you need? What is your requirement?

MR SEWARD: The total site area is 8000 square metres.

CR HEWETT: At the moment you've got how much parking and is that used - - -

MR SEWARD: Most of it is - sorry. Other than the area occupied by the buildings the rest of it is in fact hardstand.

CR HEWETT: So you get 20, 30 cars there.

MR SEWARD: A lot more than that, many more than that.

MR TAN: Many more. There's also a skate park sitting there.

MR SEWARD: And there's also a skate park sitting there as well.

CR HEWETT: You would need that replaced if you were relocated?

MR SEWARD: Yes.

CR MACRAE: I suppose that's where you are looking at the synergy of the development across the road?

MR SEWARD: Yes, exactly.

CR MACRAE: Everybody sharing the carparking.

MR SEWARD: Yes.

CR HEWETT: Carparking is a big topic on this matter.

MR SEWARD: Yes, I can imagine.

CR HEWETT: I was just trying to get a feeling for what parking you've got currently, what you would be looking at replacing when you relocate, how many that might be and - - -

MR TAN: If I could just add, in some ways it depends on where we are. Basically or firstly it is right where the actual main routes are that obviously gives the opportunity for parents to drop off or for catching public transport but if it's on the arterial road then obviously there is a

need for parents to perhaps go there and wait for the kids to finish their activities so it's really depending on where we are being located.

CR HEWETT: Okay.

CR MACRAE: Do many of your kids come by public transport?

MR TAN: Quite a substantial number but quite a number - depending on the activities that they do participate in. Even if it's relating to traditional activities it will normally be drop off by parents but if it is those kids that we are targeting, the older group, they probably take public transport, particularly remembering - bearing in mind that there is a lot of people who are perhaps living in one of those colleges and things like that that actually do participate in PCYC activities.

CR MACRAE: Yes. A lot of them are commuter skate boarders, aren't they?

MR TAN: Exactly.

CR MACRAE: Okay. Thank you very much, gentlemen. Thanks a lot.

MR CURTIS: Thank you.

MR SEWARD: Thanks very much.

MR TAN: Thank you very much.

MR MIKE BALFE
representing himself

CR MACRAE: Hi, Mike. It's good to see you again.

MR BALFE: Good to see you.

CR MACRAE: This is Mr Klyne, Mike Klyne; and Anthony Muscara.

MR BALFE: How do you do?

CR MACRAE: Now, Mike, just let me turn to your submission. You're speaking on behalf of?

MR BALFE: Myself.

CR MACRAE: Yourself. Okay. All right. Okay?

MR BALFE: Thanks, Madam Chair. I thought I would just start by saying, firstly, if I am going to be discussing anything that is irrelevant please stop me because I don't want to waste your time but I am really talking about what's going on top and that may not be the issue before you. I thought there was some value in this subcommittee of the Commission understanding some of the history and background to this and how we got here. If you think that is relevant I am happy to spend 10 minutes talking through that. I think it is quite important but if you say it's not I'm happy and understand.

CR MACRAE: We've had some background this morning from Mr Bell regarding some of the history of this project. Unfortunately you weren't here to hear that.

MR BALFE: He's the Nedlands' Councillor, is he?

CR MACRAE: That's right, but he came as a resident of the Town of Claremont.

MR BALFE: Yes.

CR MACRAE: So we have had some information from him, but anyway, go ahead.

MR BALFE: Okay. Thanks for that. I will just take the opportunity to congratulate the Commission on what I think is a very extensive advertising campaign. I think that is really refreshing to see that because a lot of what I am going to talk about is the lack of consultation that has happened with regard to this.

Sadly, in recent messages and various coloured brochures that have been put out some of the positions have been very badly compromised and misinterpreted and I don't think accurately reflect the community's view with regard to the particularly important issues of

height and bulk that will go on this site according to the structure plan.

What I wanted to do was just walk very quickly through the two proposals before this one so you can get some understanding of where the community was coming from and where they have and, importantly, where they haven't been involved.

CR MACRAE: Because we are not at the detail stage.

MR BALFE: Exactly right, and that's why my first question is to say that's what I wanted to talk about for 10 minutes because I think it's very important. You are elected members and you know it's very important about how the community gets its voice and how that's voice is interpreted. I believe there are some very important significant gaps in this in the last couple of years.

Madam Chair, if you want to hold me on a point of order and say that you don't think that's relevant to what we are here for I am happy to - - -

CR MACRAE: Our overriding concern is the amendment itself, the changes to the amendment.

MR BALFE: I appreciate that. I was going to talk to you about the Claremont Junction, through the Urban Design Centre, and lead you to where we are so far as the community is concerned on this and I was intimately involved in this. It would probably take 10 minutes but - - -

CR MACRAE: Okay, that's fine.

MR BALFE: The Claremont Junction issue which was on the PTA land as you are aware not the land over Stirling Road which is the wider proposal - it was very much a LandCorp-DPI led proposal. There was very disappointing community consultation approach and it was not a good start for establishing community consultation on this important project.

Essentially three workshops were convened in Christchurch. I think the advertising was poor. It started off with the community asking what's the density going to be? That's always the first question from the community. I was on the Council at the time. I stayed at the back and watched because I didn't want to get involved in what the community workshops' work. The view was, "We want to hear from you. Here's butcher's paper and colouring-in pencils. You draw what you want."

That went along for the first two workshops. At the third workshop the state said, "We think the view was it should be about a three-storey development, the height benchmark being the Claremont Hotel," which is the heritage building there, and the view came back, "Well, that wasn't going to be accepted by the Minister at the time." So I think that caused a lot of disillusionment and disempowerment of the community.

The proposal then morphed into the Urban Design Centre which was including the footy

club as you're aware. This was a comprehensive and inclusive process and I think Ruth Durack should be credited with what she did. It was a good job. There were well-attended meetings on cold wintery Tuesday nights, like last night, and it was very encouraging to see that. I was attending as a member of the community there.

Options were put forward and there were 620 responses to the Urban Design Centre proposal. I thought it was an excellent response. That ranged from a five or six storey option through to a three-storey mixed use option and overwhelmingly, overwhelmingly, the three-storey proposal was supported. This document here actually quotes the significant concerns that were raised about density and height. That was the only reference but they were very deep and significant. So there was a consistency, chair, in what the community was saying in that regard.

Moving on to the NEP issue that is before you today, this partnership between the Town of Claremont and the state, I believe it to be characterised by minimal public community involvement. There has been consultation with key stakeholders particularly the football club. Even though I was surprised, listening to the previous evidence, that PCYC felt that they hadn't been - so that was interesting, too, that perhaps some of the key stakeholders that I assumed were at the table perhaps weren't.

But certainly as far as the community is concerned it was only at the eleventh hour that the community were brought in with this document here. So the community gets in late 2008 pretty much what can be considered a done deal and we see five to six storeys on both the southern and northern perimeters completely ignoring what the community had said first in the Claremont Junction issue and then following it up in the Urban Design Centre issue.

The issues of concern, Chair, that I have raised in relation to this document are attached to your letter so I won't go through those. So just in closing I just want to say that the outcome of the consultation was in relation to this document was that the responses I think were just over 300 so you can see a halving, a halving of the community response, not surprisingly, because the community hadn't been at the table.

I think that's in part due to a lack of confidence and not being listened to. They keep saying what they hear and they're not being listened to. They get proposals back that don't reflect what the community is saying and from - and I am taking this from the Council report, the December Town of Claremont meeting, because the community hasn't been advised of this figure any other way, not in the regular Town Talk, we got no information back at to what the numbers were, the views, what the community felt about this document, but in the December Council meeting documents for the Town of Claremont it says 48 per cent of residents fully opposed the six storey height, 48 per cent of residents fully opposed the six storey height, while only 28 supported a six storey height. That's in that document. That's in the Town of Claremont own thing.

So I will just sort of leave the WA Planning Commission with the question: where to? I would like the WAPC to be aware of what I think is a very poor consultation record in the last few years with regards to the structure plan. When the public does respond it is not listened to in

this area. I think there is a disempowering and certainly a malaise in the Claremont community with regards to this issue and there are real concerns, real concerns, with regards to height, bulk, human scale, traffic and parking. Thanks for your time.

CR MACRAE: Thank you, very much, Mike. You did a brilliant job there.

MR BALFE: That's all right.

CR MACRAE: That was less than 10 minutes.

MR BALFE: That's okay.

CR MACRAE: You've done this before, Mike. Lynley, do you have any questions?

CR HEWETT: Mike, do you have any opinions on the change in designation of Shenton Road and Claremont Crescent?

MR BALFE: I'm very much guided by what the community thinks on that. The community that was coming out on the Urban Design Centre was quite comfortable with some changes there, yes. It's funny, I went to - the Town of Claremont paid for me to go to a planning session in Hobart when I was a Councillor and I came back very keen for the PTA land to be developed. I thought that lent itself to old age housing. It's very close to public transport and very close to the community.

What we are going to see is basically expensive - well, I'm not too sure with the current market but I don't think that old age housing is going to be there to the same extent that I think I would have been planned. I think it lends itself to a realignment. That's fine. I actually live on the other side so I am one of the closest people who live to this area but I live on the other side of the railway line.

CR MACRAE: Mike?

MR KLYNE: Mike doesn't have an issue with the traffic plan so I will stay out of it.

MR BALFE: I do have a big issue with the traffic part though, yes. I think the traffic is a real problem in Claremont. You probably know that very well. In this document and in the attachment to my letter I don't see the traffic issues being resolved by any proposals in the structure plan.

CR MACRAE: Do you see them being exacerbated?

MR BALFE: Yes; parking and traffic being very much exacerbated. I mean, I think someone is living in cuckoo land if they think people are going to pay hundreds of thousands of dollars for townhouses along here. They will get one or two car bays. If they are really serious they wouldn't give them any car bays but for that type of money people are going to want car bays. They will be saying that they're not going to use their cars. Where's the

parking going to go? No doubt Mr Bell was talking about that quite considerably.

The last thing the residents want to see - and again you are close to this as well with Subiaco and Cambridge. Where are the cars going to go? Already if you come into my street you can't find a place to park, you know.

CR MACRAE: Okay. Thank you very much for that, Mike.

MR BALFE: Thanks very much for your time. I do appreciate it. Cheers, and congratulations.

CR MACRAE: Thank you. We really do appreciate that history you gave us, that potted history. It was very good.

CR HEWETT: Yes.

MR BALFE: Thanks a lot. Cheers.

MS GABRIELLA POEZYN
representing City of Nedlands

CR MACRAE: Gabriela, come forward please. Can I introduce - - -

MS POEZYN: We know each other well.

CR MACRAE: This is Michael Klyne.

MS POEZYN: Hi. I'm Gabriela Poezyn from the City of Nedlands.

CR MACRAE: And Anthony Muscara. He is a DPI officer.

MS POEZYN: Hi. Thanks for listening to us. I have summarised what we wish to say, in short, so you don't have to remember it all.

CR MACRAE: Yes.

MS POEZYN: It's going to be very brief. From the City's perspective we are concerned about the amendment, about both elements of the amendment; the amendment of recreational land to urban and the amendment for the downgrading of the road. The reason for our concern in regards to the first amendment from parks and recreation to urban is that it will naturally lead to an increase in the intensity of development and an intensity of land uses which we believe will cause traffic issues. The area already has a problem with traffic as you have heard 100 times over this morning and we believe that just doing that amendment will exacerbate that problem.

The other issue that will result as a result of that rezoning is that the park and ride facility will be removed. If it had not been for the recoding or the rezoning that is happening that park and ride facility would continue to stay. It would be the status quo. The park and ride facility - the Claremont train station is a regional service, regional train centre, service centre. Many of our residents actually use it. Public transport doesn't work if you cannot leave your car anywhere.

The whole proposal is hinged around removing that carparking. Mainly I would say it's the free carparking that we're concerned about that is being replaced but the bottom line is you've got a total of 400 car bays there at the moment. That is being reduced to 200 car bays. Of those 400, I think half of them are free. They are now going to - it's going to be a paid situation. That will definitely impact on the commuters that live in the City of Nedlands. If we did not have that rezoning at all we wouldn't have this issue. So those are the two concerns in regards to the rezoning from park and recreation to urban.

Then with regards to the changes of the road classification of Shenton Road from "other regional road" to a local distributor while we understand that the downgrading, the act of downgrading, it in itself has no impact, it doesn't matter, what we are concerned about is that

it facilitates physical modification of the existing road which in turn will reduce its physical capacity in the long run - at any time.

The structure plan flags changes in the layout making it more pedestrian orientated. That will reduce the capacity of the road. There are existing traffic issues on Stirling Highway, Guger Street and Davis Road and by taking the capacity of this road away it will impact negatively on the Nedlands traffic system we believe.

CR MACRAE: Which roads in particular, Gabriela?

MS POEZYN: Alfred Road. As people are not able to go through Shenton Road any more they will go to either side and Alfred Road is definitely one of the roads that is likely to take - and the crossroads in Claremont that lead on to Alfred Road, particularly - also because there is that underpass in Alfred Road.

What also concerns us is you've got the underpass very close to Shenton Road at the moment. If you're taking the capacity away on Shenton Road that will impact on that underpass. It will put pressure on the underpass that has been created a little bit further up along Alfred Road. So those really are our concerns.

We are sort of looking at it from a regional perspective and what the region requires is measures that will alleviate the existing traffic problems. What we believe we are getting here are measures that will actually compound the issues. That is where we are coming from.

CR MACRAE: Okay. Thank you. All right, Mike, do you have any questions?

MR KLYNE: Currently on Shenton Road you have one way traffic in each direction.

MS POEZYN: Yes.

MR KLYNE: And this proposal retains that so I can't understand where you are coming from with respect to capacity.

MS POEZYN: At this point this proposal retains it. If you are going to downgrade it you can really do lots of things and traffic calming devices and what have you which are - I'm not a traffic engineer but I would suggest that there will be broader changes that you would be allowed to make on a local road than what you would be allowed to make on an "other regional road".

While we are saying the actual downgrading at this stage doesn't have much of an impact it has the capacity to reduce it in the long run purely because the hurdles have been removed. We just believe that is going to cause us a problem.

MR KLYNE: One option I suppose is to retain the important regional road but with a lesser reservation. How does that fit in?

MS POEZYN: I suppose it would really need to be demonstrated that that lesser reservation would not result in a reduction in capacity.

MR KLYNE: If it is one lane in each direction now, it's a regional road now.

MS POEZYN: Yes.

MR KLYNE: If ultimately it remains one lane in each direction we are not reducing it.

MS POEZYN: Okay, but you mustn't forget that if you have got that bigger reservation at the moment you actually have provided yourself the capacity in the future to upgrade if there are issues whereas if you are going the route of downgrading it or keeping it the same and reducing the reservation either way the road is losing. I would say the big question is: do we want to create a situation where a roadway, an arterial road, is losing its capacity?

Because what will simply happen is that it will be a flow-on effect and when it comes to traffic, people generally - they have a reasonable idea of what will happen. Nobody can tell you with certainty what will happen. Invariably it affects neighbouring suburbs because the traffic does just take the easiest possible route.

MR KLYNE: Okay.

MS POEZYN: So, yes.

CR MACRAE: So is the issue about traffic the sole reason why the City of Nedlands opposes the whole amendment? I mean, the amendment is about creating a transit oriented development site in an area which is critical in terms of access to shopping and the railway.

MS POEZYN: We're not concerned with them wanting to use the land for something else. We just don't want a situation to be created there that will impact negatively on the City. You don't have an option at this stage to say, yes, we will tailor this development down so that it's not quite so intensive or whatever. At this point we're looking at changing the right or not changing the right.

CR MACRAE: Mm'hm.

MS POEZYN: And so we have no option to go, yes, we would be happy with something that is not quite so intensive. We need to ensure that our residents and that our system is not unnecessarily burdened by something that is happening in an adjoining property and this scheme amendment has that potential.

CR MACRAE: Mm'hm.

MS POEZYN: That is where we are coming from.

CR MACRAE: Lynley?

CR HEWETT: Just two questions. In terms of the park and ride parking if there was greater capacity in a multi-storey carpark to replace some of that parking and the way in which it was paid for or not paid for would that get rid of some of your concerns about that?

MS POEZYN: I would say that would definitely do it, bearing in mind that's not something that you can determine at this point.

CR HEWETT: No, but it is something we can think about.

MS POEZYN: Yes.

CR HEWETT: The second one, you are not going to like, but have you thought about what might happen if the Karrakatta subway ever got opened to traffic?

MS POEZYN: It certainly would have an impact on Alfred Road.

CR HEWETT: Have you thought about it?

MS POEZYN: Who knows, it's traffic. Who knows really, you know. I mean, it will definitely - I would say it would definitely impact on - put additional traffic on to Alfred Road.

CR HEWETT: A lot of the traffic from Claremont will go towards Alfred Road through the subway and go away from Claremont.

MS POEZYN: But if you are shutting down another facility that will just increase the burden. I suppose that's really where we are coming from. We will deal with what we have to deal with but we don't necessarily want to deal with an additional load if we don't have to, to put it in simple terms.

CR MACRAE: Yes. Okay. Anything else?

CR HEWETT: Sorry. Just one more. I am a slow thinker today.

CR MACRAE: Sure.

CR HEWETT: That's because I came by train.

MS POEZYN: Were you able to park?

CR HEWETT: I walked to the bus and then caught the train. No, I was not able to park because there were a million cars.

MS POEZYN: You see. I thought you Nedlands residents wouldn't be able to walk to the regional train station at Claremont.

CR HEWETT: No. I walked to the bus at the end of the road. If they do move Shenton Road closer to the railway line, is the essence of that little bit of the plan a problem for you?

MS POEZYN: I think what will be a problem for us is that we lose that land.

CR HEWETT: If it was replaced.

MS POEZYN: That is what it turns on. If the land - if that facility is replaced somewhere and people don't lose that park and ride facility then I would say it is a lot more palatable.

CR HEWETT: Okay.

MS POEZYN: Thank you.

CR MACRAE: Okay. Thank you very much, Gabriela

MR BEN ROSE, MR MARK BANCROFT & MR RYAN FALCONER
representing Town of Claremont

CR MACRAE: Come forward please. Now we have Ben Rose, Mark Bancroft and Ryan Falconer. You have heard we have Lynley Hewett.

MR ROSE: Yes.

CR MACRAE: Mike Klyne and Anthony Muscara.

MR ROSE: Yes, I have. Thank you.

CR MACRAE: So you can tell us all about it.

MR ROSE: Okay. I think I will start off with a big thank you for letting us come in and present to the committee. I really just wanted to kick off by giving a quick run-down on how we are just going to take this 10 or 15 minutes. I just really want to take a few minutes to look at a bit of context setting, for how we've got to this stage in the north-east precinct project, how we've got to the Metropolitan Regional Scheme amendment 1162/41.

So I am just going to provide I suppose three key bits of information and then I am going to move over to Ryan Falconer who is the transport consultant from SKM who has been involved with the project for quite a while and assisted in the development of both the structure plan and the MRS rezoning documentation and there might be an opportunity for Mark Bancroft from Taylor Burrell Barnett who has also been involved with the project for quite a while to look at some further detailed issues.

I will get into the first part of it. Really I wanted to take a couple of minutes just to look at the north-east precinct story and how we've got to this point in the rezoning. The first point I wanted to reiterate was it has been a very, very long gestation or evolution for this project. It started back in the year 2000 with a DPI/Town of Claremont led project termed an enquiry by design.

It really provided the spark for looking at revitalisation of that precinct in 2002. Moving on from there the football club talked in depth with the Royal Agricultural Society and used the Town as a bit of a mediator to look at how could they move the football club over into the society showgrounds. Discussions there fell over a bit but were picked up with DPI again and the Public Transport Authority during 2003-2004.

I won't dwell on that one too much. I think Mike Balfe touched on it when he talked about the Claremont Junction project. That was basically looking at development of just a one hectare part of land which is the informal park and ride as it is today.

In 2005 the Urban Design Centre, Ruth Durack for the Urban Design Centre came on board to assist in bringing in the first part of the evolution of the project from 2000 and to actually

start looking at what would be some of the best land uses and the zones and built form expression in there and it really started to develop a collaborative community aspiration for the site and Mike attested to that earlier. That was a very well run process.

It was probably in mid to late 2006 that the north-east precinct project as we know it today started to gain any momentum in the actual statutory town planning processes. There were local scheme amendments that were required to introduce a development zone into our town planning scheme. That's kind of the first step. We needed to undertake a structure planning process and also look at commencing the Metropolitan Region Scheme amendment, this one.

It has taken quite a long time, I think anywhere up to about 18 months since we kind of initiated the project, to get to this stage. So the north-east precinct project, the structure plan, has really gone through a very, very robust design refinement process and Mark will probably talk to that a little bit later as well. We have had a huge array of technical consultants feed into the process. We have had transport engineers, urban designers, architects, surveyors, other engineers, and it's really I suppose a testament to the robust process that we have put the structure plan through was the peer review panel.

We have had a peer review panel oversee the evolution of the structure plan. The peer review panel consisted of the state government architect, the previous state government architect, Geoffrey London; the Urban Design Centre director, Ruth Durack; and Carolyn Marshall who is an ex-Councillor for Claremont but also is an architect with the Department for Housing and Works or whatever new name they have now.

MR BANCROFT: It's the Department of Housing.

MR ROSE: The Department of Housing. So really that's taken us to the stage now where we are trying to progress the Metropolitan Region Scheme amendment. The Metropolitan Region Scheme amendment is backed up by a lot of planning detail and a very, very strong collaborative or deliberative planning process with the local community and the state government which takes me on to my second quick point.

The project ever since 2000 has had a very, very strong deliberative communicative planning approach. So there's been state government alignment, so not just DPI and the Town of Claremont but there's also been LandCorp and the Public Transport Authority heavily involved in a working group; and also between the local government, Claremont, and the local community.

Going back to 2006 the previous planning Minister MacTiernan, Alannah MacTiernan, issued the gentle direction to Claremont in a formal letter she wrote to us advising that she would like to see the project go ahead, being progressed through a cross-government project working group and that was to involve the Public Transport Authority, LandCorp and the Town of Claremont. Really that process has been used to assist the Town in its ongoing communication and engagement with the local community.

The last quick point I wanted to touch on before we move over to the transport issues is really looking at the alignment of this project with the state's broader planning or regional planning objectives. It ticks so many of the state planning objective boxes. It's probably the biggest regional planning strategy, Network City, which I understand is being further developed or released at another conference this morning.

Network City reinforces the town centre and its general surrounds as a regional activity centre and promotes sustainable urban growth with a TOD, a transit oriented development, focus. So we have ticked that box. We have moved through the legal neighbourhood's code and integrated all of the necessary requirements of that into the built form of the structure plan. The State Policy Planning Policy number 3, Urban Growth and Settlement, has been complied with. Development Control policies 1.6 and 2.3; that's planning to support transit use and transit oriented development and public open space in residential areas, that has also been complied with through this process.

So they are just a few quick introductory scene setting or context setting points I wanted to make. I will move to Ryan to look at some of the more detailed technical issues on transport.

MR FALCONER: Thanks, Ben. I've got some visuals here which I will pass over to the committee as they will be useful as we move through. What I would like to do is just very quickly provide an outline of that strategic transport context, address some of the key parking issues and then really focus on the key issues before the committee today in relation to the removal of the "other regional road" reservation from Shenton Road and Claremont Crescent.

So as a brief outline I guess with Claremont being recognised as a key activity centre, what we are really doing here and have been doing throughout this process in the development of a precinct transport plan, the road network analysis study that SKM did on behalf of the DPI and also the strategic issues paper we prepared is to really look at long-term transport planning and needs over the longer term in that sort of development context.

In terms of the removal of the ORR reservation, the other regional road reservation the retention of that reservation is not compatible with the planned transit oriented development for a number of reasons because it does anticipate future widening if there is a requirement for it based on regional and subregional traffic flows.

Certainly a four-lane road would sever the north-east precinct from public transport, clearly the Claremont train station, on-street parking provision wouldn't be feasible in the longer term, and development setbacks would be required and property access would be restricted. So in terms of the analysis to date there has been quite an extensive period of consultation that SKM has undertaken in conjunction with others involved with the project including state and local government.

We have liaised with Main Roads, the Public Transport Authority, and various local Councils including Nedlands, Cottesloe and Subiaco. So we do have quite a history of consultation

and were objections have been made those have been noted and documented in our reporting.

In terms of the carparking and park and ride issues the current arrangements really don't support local access to the train station and certainly first and foremost with it's strategic significance what we are looking at is Claremont being a key walk-on train station and we certainly are not talking about removing all carparking. In fact, we are looking at relocating a lot of carparking and the current provision of carparking on the southern side of the rail line is looking to be retained.

So we do have that provision for a structured set of carparking which is roughly a 300-metres walk away from the train station. It's planned to be about a 300-metre walk away from the train station, so it's still within the acceptable walkable catchment of the train station. We are certainly looking at the institution of dwell time limits and carparking charges, certainly not to any sort of astronomical level but certainly as a management tool, so we are trying to achieve that balance between supply and demand with respect to carparking.

Certainly, more generally, speaking more generally, the best leading research and the evidence base we have which we can refer to demonstrates a lower demand for carparking all things being equal in high quality transit oriented developments by virtue of it being a key walkable catchment.

What we are looking to do from a broader perspective is really turn the north-east precinct in conjunction with the Claremont town centre into both an origin and destination so we are not simply talking about people driving their cars and parking there to then commute into the City. We are also talking about there being a good strong pull factor for people to travel from other destinations along that rail network to Claremont and utilise destinations there.

If we can move on to the key focus of today's hearing, the traffic function of Claremont Crescent and Shenton Road, we're really looking at two key issues here in our opinion. Firstly, we are looking at could capacity physically be increased; and, secondly, is a capacity increase required or could it be realistically forecast?

Now, Claremont Crescent and Shenton Road, of course, are part of an indirect subregional linkage between Thomas Street and Servetus Street towards the west and the reservation is predicated on that future need for capacity upgrade. As part of our road network analysis what we did was look at the regional operations model output from Main Roads for 2031 and that model does forecast some major growth on other linkages and parallel to and near to Claremont Crescent and Shenton Road but what it also shows is very little forecast increase through to 2031 along the current "other regional road" linkage through the north-east precinct.

If it would be helpful I have a blow-up of some of the information we had in our road network analysis report which would show clearly where we have done our analysis and also the forecast traffic volumes. Would that be useful?

CR MACRAE: Yes, thanks that would be great.

MR FALCONER: If I could just draw your attention there to the screen lines number 4 and - sorry, it will be number 3 as well on the back there. Sorry, that came out double-sided; particularly that one there. What we are showing there is quite a levelling off in terms of traffic growth along Claremont Crescent and Shenton Road, also Stirling Highway in the vicinity of the study area.

CR MACRAE: Mm'hm.

MR FALCONER: What the modelling is showing - so the yellow there - is through to 2031 quite a considerable growth in traffic along Stirling Highway and whether or not Stirling Highway could accommodate that growth is really another matter but certainly in the interests of the current work we are doing the forecast growth for both Claremont Crescent and Shenton Road through to 2031 is not considerably higher than the current volumes. The key point there of course is those forecasts are within the carrying capacity of a two-lane road which is proposed through the north-east precinct and which is currently there.

Now taking those points into account, we have made reference in our studies to Rokeby Road in Subiaco which carries about 13,500 vehicles per day which is higher than those 2031 forecasts and that does that job with two lanes. What we would also point out is there are some strategic interpretation of that ROM output necessary because ROM doesn't take into account some of those macro-scale type things like peak oil and shifting priorities in terms of state land use planning and public transport provisions. So those things also should be taken into account when looking at the ROM output in more detail.

In terms of the case to actually provide a capacity increase there's a number, if you like, bottlenecks along the current network through the north-east precinct and again I have a couple of visuals which it might be useful to just refer to. The first one I have here is a current bottleneck which is the intersection of Stirling Road and Claremont Crescent. The movement westbound allowed by Claremont Crescent is left and left only on to Stirling Road so no through movements are actually currently allowed at that intersection.

I would also note that Claremont Crescent intersects with Shenton Road at a T-intersection, the minor approach there being Claremont Crescent, so that's a small breakage in that link as well. There's considerable existing traffic calming through Swanbourne and that impedes, if you like, the subregional traffic function of Claremont Crescent, Shenton Road linkage.

In terms of the eastern end of the area we are talking about, Shenton Road at the underpass, there's provision there for two lanes through the underpass and that's quite a steep downgrade and a sharp arc going through into that underpass. Certainly with its current configuration there would not be provision to provide two additional lanes of traffic in the future.

On the other side of the underpass there - so at the Guger Street intersection - there are the last couple of visuals I will throw your way - it's quite a, for want of a better word, confused intersection at the current time and that's just looking in both directions there. So that intersection is certainly not configured to direct subregional traffic or regional traffic for that matter via that Shenton Road, Claremont Crescent linkage.

Of course the other matter we need to point out is the provision of the underpass at Karrakatta. I might just put a bit of emphasis on this. It is quite separate to the planning that's going on in the north-east precinct but will undoubtedly have an effect on traffic flows through the north-east precinct, certainly west-bound traffic in particular would almost certainly - and we are assuming rational decisions - choose that route via Alfred Road as a preferential route compared with the rather disjointed and circuitous route via the north-east precinct and then on through Swanbourne.

So those would really be the key points I would like to emphasise in relation to the removal of the "other regional road" reservation. Certainly, in summary, there is no current strong subregional traffic function associated with that linkage. There would need to be considerable provision for widening along that entire link and also further east-bound along the network. It is difficult to see that being a priority for the state government and local governments into the future.

We certainly have a robust case that from the strategic planning and traffic forecasting point of view that the retention of that "other regional road" reservation does not need to be retained and in terms of strategic planning the furtherance of the north-east precinct transit oriented development should be a priority. Thank you.

CR MACRAE: Thank you, Ryan. I will leave the questions to the end actually. Mark?

MR BANCROFT: I can put a bit of a design spin on all of this if anybody would welcome that. I would just like to touch upon some of the elements that Mike presented as well as Ben has also covered. That harks back to the UDC recommendations and the matter of the amount of public consultation that was taken during that particular phase.

Because of the nature and the depth of that public consultation during that phase we collectively as the consultant team along with the Town of Claremont felt it was certainly fair and reasonable to take that position as being the starting point for further design exploration from that moment. That has certainly been the case.

Some of the arrangements and the contexts and scenarios that the Urban Design Centre had to work within at that particular time shifted during our design phase. The tennis club was no longer a part of the development area. The PTA had become more involved in the process, et cetera. It would also be fair to say that the UDC had made recommendations based on a design spatial arrangement and a co-consultant team with SKM was able to give a lot more rigorous and substantiated traffic advice on the Shenton Road alignment.

Hence what has been produced from that is a refinement of the UDC plan and a refinement

in terms of the alignment of Shenton Road, the final recommendations for Shenton Road, the definition of the urban zone around the Claremont football oval - and I am trying to keep this within the scope of the MRS amendment. In order to be able to substantiate and fix ourselves on a defined zone on the MRS amendment hence the LSP process was gone through very, very rigorously utilising peer review input at the very early stage as well which - what I really must commend the Town of Claremont on was the fact that they were involved very early in the piece.

It wasn't a matter of having a notional peer review panel at the end of a decided upon concept. It was that they were utilised throughout. So by doing that we are very comfortable with what is represented on the MRS amendment and the fact that the principles outlined within the LSP certainly back those up somewhat.

The fact that Shenton Road has its status of what is recommended in the local distributor status with the LN principles that would be recommended throughout - that is really about providing an integrating element for the development and so that it simply doesn't act as a bisecting edge and form to it. So it's really creating that place for the people, and this element is absolutely integral to the remainder of the structure plan being presented and being evolved over time.

That's the crux of what I have to offer but I am very happy to take any specific questions on the design as well.

CR MACRAE: Thank you, Mark. Lynley, have you got any questions?

CR HEWETT: I guess - the PCYC came in earlier and in terms of consultation they were complimentary but they still don't know who they are dealing with. They don't know who the major player is. Who is the major player?

MR ROSE: I could probably field that question.

MR BANCROFT: I think it is developing.

MR ROSE: Yes. Probably looking back to the previous planning Minister MacTiernan's guidance to the Town back in 2006 was really that in this state and local government working partnership on the project, the Town was to lead urban planning and community consultation and LandCorp were really set to the side really as a bit of a sounding board for the Town to be able to test the progress of the project.

The approach that has been taken now is that LandCorp have received the structure plan which was endorsed by Council on 2 December last year and are undergoing a feasibility review of that. They have brought on board Colliers Consultants to look at I suppose funding implications or how they would run the project and we have been informed recently that that is going to be considered by the LandCorp board and will form the basis of a Cabinet submission.

So the timing for that is probably later this year, a similar time frame to this amendment. Cabinet will be considering LandCorp's proposal as to whether LandCorp will run the project, whether they will run it as a joint venture, whether they will use their planning powers to pull the land assembly process together and then get another developer to deal with the project. There isn't a defined implementation model yet but at this stage in the planning process the Town has pretty clear control on the direction of the project.

CR MACRAE: As a hypothetical, what if the LandCorp board and Cabinet subsequently decide, no, they are not going to - it's not a priority project for them or government?

MR ROSE: Very, very bluntly the project will be held over.

CR MACRAE: So the Town wouldn't consider - I suppose without government support PTA being the major proponent it would just basically - - -

MR ROSE: Sit in abeyance until something happened.

CR MACRAE: Things changed.

MR ROSE: The economic situation changes or there's a different will in government.

CR MACRAE: Mike?

MR KLYNE: It's only a suggestion, but the PCYC have come in and noted their concerns, would it be in your interests to consult with them to see where they want to go and accommodate them if you can or if you can't then at least point them in the direction of where they should be heading?

MR ROSE: Yes, that's right. To be honest, we've been in quite close liaison with the Claremont branch of the PCYC, the Claremont - sorry, the Claremont PCYC, the PCYC property advisory committee and the PCYC Federation, the three different hierarchal levels as well as the WA Police whose Commissioner sits on the PCYC Federation board. We have been involved in all four levels in ongoing communication with them.

It was only probably - I think it was about a fortnight ago that we actually met with Steve who was here earlier representing the PCYC and Freddie and another member of the property advisory committee to look at progressing arrangements for the relocation of them and how the Town can assist or facilitate in that process. He mentioned that quite recently the Council had taken a decision to close part of the golf course which is about 150 metres away from the present PCYC site and the Council is putting together a master plan for the refurbishment of that site into a recreation reserve and certainly there is an opportunity through that process for the PCYC to be involved.

CR MACRAE: Mm'hm.

MR KLYNE: Well, you heard the comments made that they weren't getting any help. All I

am saying is if you could offer them some help that will be good.

MR ROSE: We are. We are helping them, yes.

CR MACRAE: Ben, with respect to the number of parking bays available, you know, free, short-term, long-term whatever - - -

MR ROSE: In the precinct or generally in the - - -

CR MACRAE: Yes, in the precinct I guess but I guess there's also parking outside the precinct which relates to parking.

MR ROSE: Yes.

CR MACRAE: And I haven't been through the report in great detail, but is there a definitive set of numbers in the report?

MR ROSE: Ryan?

MR FALCONER: With respect to the transport plan proposed for the precinct?

CR MACRAE: Yes. You know, what we have now, what's existing now, and what is anticipated. Clearly it is not set in concrete in the structure plan but - - -

MR FALCONER: Certainly. In terms of the public provision or the PTA provision from what we understand from what we've been given around 400 currently. There's 70 in the Town of Claremont parking area on that side of the railway track also.

MR ROSE: Which is a formal park. It's bituminised.

MR FALCONER: It's formalised carparking.

CR MACRAE: Yes.

MR FALCONER: That's tariffed or it's not?

MR ROSE: It's free.

MR FALCONER: It's free. What we understand is - - -

CR MACRAE: So that's 400 informal in that sort of gravelled area.

MR ROSE: Yes, that's correct.

MR FALCONER: That's right. What we don't understand yet is when that is being used what the exact breakdown is between park and ride patrons and people who are parking

there to seize the opportunity for free parking and then accessing other destinations like the Claremont town centre and so on.

MR ROSE: As well as the implication of the major developments in the town centre. There's a lot of construction workers parking there presently as well.

CR MACRAE: Yes, that's right.

MR FALCONER: That's right, so in terms of moving ahead with transport planning for the north-east precinct the transport plan currently proposes around 1100 carparking bays and that includes the structure for park and ride towards - let me get my orientations correct - the south-eastern corner. There would be in addition to that a provision for pick up and set down, disabled parking bays and so on, and taxi ranks, for enhanced access to the train station for special needs groups.

On top of that there would also need to be provision for the football club because at the time of producing the transport plan we weren't able to draw any definitive conclusions or recommendations regarding the football club so that's an extra.

Within that provision there would also be perhaps in the order of up to 100 on-street carparking bays which would be your public short-term carparking bays for people coming in and using retail and so on within the precinct. That level of provision would need to be moderated against the overall recommendations for the north-east precinct to be able to achieve those sorts of - the principles we are really looking for in this planning exercise.

CR MACRAE: So that multi-storey carpark in the south-east corner, that I think read somewhere, is a minimum of 200 bays so that hasn't been finalised yet for want of a better word?

MR FALCONER: There's ongoing discussion if I'm not mistaken with the Public Transport Authority but of course this plan needs to be responsive to their needs in trying to achieve that degree of balance within a strategic transit oriented development.

CR MACRAE: Right, okay.

MR BANCROFT: Can I just say - a level of detail - the 1100 Ryan refers to there is also incorporating the full-time residential component there and it was raised by one of the earlier presenters the concern about the amount of parking offered for the development proper, for the residential component of it, and it is outlined within the structure plan that they would be subterranean parking. They would not need to rely upon street embayments to be able to facilitate their own parking for their apartments and townhouses. That has certainly been drawn off it so that the streetscapes are really providing for visitors and/or short-term parking.

CR MACRAE: You've probably heard from the previous speakers the reliance on the park and ride by the community not just in Claremont but the wider community. The City of

Nedlands I suppose has a travel smart program which - I am sure the Town of Claremont has as well - actually encourages residents to park at Claremont and get on the train rather than drive into the city. Does the Town of Claremont have a similar travel smart program?

MR ROSE: As far as I am aware there isn't a travel smart program at Claremont. I know up until a few years ago there was a travel smart officer shared between a few of the western suburbs Councils but to the best of my knowledge that ended a few years ago.

CR MACRAE: Mm'hm. I mean this is an area that Councils are very involved in now, travel smart programs, and one can understand the need to ensure that these programs don't fall away because if the reliance on the park and ride is no longer there it does make the travel smart program more difficult to implement for the community.

MR ROSE: Yes. I think under the integrated precinct transport plan which was undertaken by SKM to support the structure plan there was a host of recommendations. I don't recall whether that was one specifically.

MR FALCONER: Local recommendations for that sort of travel planning to the City?

CR MACRAE: Yes.

MR ROSE: I think it actually forms an appendix to the structure plan so we could have a look at that detail I suppose if we needed to.

CR MACRAE: Are there any plans in all of this for an upgrade of the actual station itself, the station platforms?

MR ROSE: I can answer that one. Yes, there is. We have been working - the Town has been working with the Public Transport Authority to prepare a station upgrade master plan or some kind of plan to that effect. They have brought on board engineers and architectural consultants to look at the requirements on the upgrade to the station. There's been a very big voluminous report prepared by the architect which looks at disabled access, inclusion of lifts, different surface treatments, different safety treatments, at grade crossings would need improving.

CR MACRAE: If you don't mind me saying, but for a regional station it is unbelievably daggy.

MR ROSE: Historical, I think is - - -

CR MACRAE: I have ridden on my bike to Claremont and not wanting to ride back up that gradual hill on Stubbs Terrace, I have caught the train back from Claremont and it is a shocker. You know, trying to manage the kids coming out of school, the platform is extremely tight, you've got the bike, you've got other people with bikes. It is a nightmare.

MR ROSE: Yes. I suppose it's a - - -

CR MACRAE: So it would be critical to have that all done up very nicely and it would be a huge improvement for the population who use the train.

MR ROSE: Mm'hm.

MR BANCROFT: It should be stated that throughout the design evolution of the plan as well that is represented on the principal plan is such that the intent for the station works was always respected and given the prominence that the Council feel about that was why the plaza was situated in the position it was and that has effectively led to the curtilage provided to the train station and the final alignment and cranking of Shenton Road is primarily so that we can get that commercial intensity around the plaza and really make this an excellent example of a destination. So that it isn't simply a park and ride station. It is far more than that, and we really, really hinge upon the character that Claremont has to offer and embrace that.

CR MACRAE: Mm'hm. Have you any questions, Lynley?

CR HEWETT: Just a couple if I may. The Town of Claremont's parking requirements outside this precinct, is it 1.1 or 1.2, the same as the transit oriented development parking requirement is going to be or is it two bays or so many bedrooms or what?

MR ROSE: It depends on the land-use category that the particular development - - -

CR HEWETT: But it is not 1.1 or 1.2.

MR ROSE: But the provisions under the existing town planning scheme will be higher than the provisions provided for within the structure plan area.

CR HEWETT: Is that better or worse than what is planned at China Green and SubiCentro or about the same?

MR ROSE: To be honest, I'm not familiar enough with those.

CR HEWETT: I think that went to 1.4.

MR ROSE: Yes, the parking provisions.

CR HEWETT: Mm'hm.

MR BANCROFT: Ryan could offer a little bit more information here but certainly in order to be able to really utilise - I mean, we have real opportunity here, and I know we are working in the western suburbs environment but we have an excellent opportunity here to provide a new on-set with TOD development in Western Australia. I guess we have gone in pretty heavy with the parking recommendations for the NEP and that is primarily to really illustrate world best practices here in Western Australia.

Outside of the NEP we certainly haven't sought to alter any of those parking arrangements whatsoever and further more it should be stated that we certainly felt it beyond our scope to look at the parking arrangements south of the railway line but north of Gugerri and we did have some very informal discussions with PTA about the ability to broaden some of those hardstand areas but it's beyond the scope of the NEP and certainly beyond the scope when you are producing an LSP. When we get into the detailed design and we look at the relationships there is nothing to be said that those elements can't be looked at.

CR HEWETT: Mm'hm.

MR BANCROFT: It's like the final formation of the park and rise as well.

CR HEWETT: Yes.

MR BANCROFT: What we have had to do is we have had to work on floor plate templates presently that we know produce X amount of cars over two levels and how that may work up in the absolute detail and that is why we have said 200 bays, so it gives PTA a level of comfort that there won't be less than that but there certainly is scope for that to alter.

CR HEWETT: The other point was completely unrelated. What's the lifespan of the two underpasses, the one on Stirling Road and one on - because one of the things that really pushed the SubiCentro business was the fact that we were going to do something about the Hay Street underpass and it was going to go to 16 metres up in the air which would be terrible and it was better for it to go 16 metres underground. It didn't go that far but it went down. So I mean at the end of the day is this a temporary fix? If you're talking about 2031 figures then where are those underpasses going to be in 2031? Are they going to be rusted and useless and you're going to have a problem with them like some other underpasses around town? What is your thought on that? I know it has nothing to do with this but I'm just interested.

MR FALCONER: That's a reasonable question and I have to admit that we didn't look at the civil engineering side of things and certainly the lifespan of the underpasses but I think our view would be whether or not there needs to be some re-engineering of those over the longer term when you put those within the context of the wider network in that linkage through the north-east precinct provided - I mean, let's say you were looking at the provision of four lanes through there rather than two as part of an upgrade or replacement - I mean, that's really addressing a small part of the network constraints that are already there and also doesn't address the other work we have done in relation to demand for that linkage as a subregional linkage through to 2031.

So I certainly wouldn't say, hand on heart, there won't be a need to revisit those underpasses between now and then as a horizon for our study but really it's probably not at the core of the issue of providing a linkage - - -

CR HEWETT: It certainly would solve a lot of problems if you just sunk the road or the

railway there. I mean, you've got park and ride and road and road bottlenecks and the department doesn't have to go and paint it every year.

MR FALCONER: Yes.

CR MACRAE: And that silly mirror can go.

CR HEWETT: The mirror as well?

CR MACRAE: Yes.

CR HEWETT: That seems a bit rough. What do I use to put my make-up on?

CR MACRAE: All right. So I think we are all done now.

MR MUSCARA: Can I just ask a question from an urban design point of view.

CR MACRAE: Yes.

MR MUSCARA: In terms of the plaza and the retail component that's been proposed as an interest statement, just in terms of the importance of that and the location of that being there and not being I guess modified or potential being moved anywhere else, I just wanted to touch upon the importance and location of that, of the plaza.

MR BANCROFT: Okay. The plaza did go through several design iterations. One of the reasons that it is located at the end of Davies Road is for the view corridor and the viewscape that that offers. It's also about the directness of providing and delivering patrons from the railway station directly through to the NEP project and certainly through to the public realm that has evolved around the oval as well.

Now, what we have also sought throughout is to help publicise the football oval which is pseudo private at the moment and so we've associated small pocket parks and larger linear strips abutting the oval so that it helps broaden the public appeal of that. Now, that has been directly integrated with the plaza and through to the railway station as well, so that even those persons that may not reside in the NEP will utilise it as part of their footpath network system or their pedestrian network system as well.

Coming back to the plaza, sorry, Anthony, that was about - as I mentioned - having in that primary pedestrian framework an alignment and then framing that with non-residential uses at the ground floors so that you have the incidental patronage of those commercial facilities as well so you get your point of purchase and those sorts of elements.

On the western side of the plaza that was intended to be hospitality type uses and we talk about that being of a visually lightweight construction so that it may be wholly glass or steel and glass frame, the reason being that it then helps frame the goods shed to the west of it. Fundamentally, right from the onset of this project it was about celebrating the historic nature

of Claremont and certainly not seeking to turn our back on that and that is as much as the position of the plaza, is the representation of the goods shed and the historic facilities around that, the tree - - -

MR FALCONER: The camphor laurel tree.

MR BANCROFT: The camphor laurel tree that is there we have had very detailed discussions with the Main Roads about the principal shared path alignment, materials that have been used for it, trying to slow the traffic down, all those sorts of things so it has been through some rigour. There is a very detailed section in the LSP that I described, the elements of the plaza. Have I covered that sufficiently?

MR MUSCARA: Yes. In terms of the existing infrastructure that's there historically, is that heritage listed in terms of the goods shed?

MR ROSE: I can address that.

MR BANCROFT: Yes.

MR ROSE: There is a state heritage listing over the rail station precinct so it incorporates - starting from the south, there's a station master's house on Guger Street, the rail station itself, the goods shed and the yards immediately adjoining the shed but it doesn't extend through to the informal parking area.

MR MUSCARA: Okay.

MR BANCROFT: But it does actually describe the interfaces and curtilage around each of those buildings as well. It doesn't just simply describe the buildings. It's the spaces and the area about those as well and that's what we've been very careful to respect.

CR MACRAE: All right.

CR HEWETT: Can I ask, the moving of Shenton Road, the redesign of Shenton Road, is obviously the key to the whole thing, but is also relocating the PCYC and putting that proposed road through - because they seemed to think it was - that that development could block the whole project if you didn't - - -

MR BANCROFT: I don't think it could block the whole project. The structure plan itself does represent that road in that position. If it became problematic then I am sure that it could be modified if required or adopted with a condition. What it was primarily about was presenting a residential interface to Lapsley Road and the residents to the north. It has been progressed on the assumptions that PCYC would relocate and I guess that does need to be looked into in a bit more detail and a bit more interaction.

CR HEWETT: Thank you.

CR MACRAE: Okay. I think that's about it, gentlemen. Thank you for coming in and sitting through the entire hearing session.

MR ROSE: Thank you for the opportunity.

CR MACRAE: Good luck with all of this. There is still a long way to go.

MR ROSE: Thank you.

MR BANCROFT: Thank you all very much.