

April 2016

Metropolitan Region Scheme Amendment 1210/41



Rationalisation of Stirling Highway Reservation

Transcript of Hearings

Volume 1 of 2

City of Fremantle, City of Nedlands,
Town of Claremont, Town of Cottesloe,
Town of Mosman Park and the Shire of
Peppermint Grove

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Amendment 1210/41**

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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.

Transcript of hearings

Recording and Transcription

This transcript is produced from live audio recordings. Whilst every care is taken in its preparation absolute accuracy cannot be guaranteed. No changes are made to grammar and syntax.

Site inspection

Day One

Friday 20th September 2013

Minutes of the Committee hearing submissions on Metropolitan Region Scheme Amendment 1210/41 - Rationalisation of Stirling Highway

DAY ONE - Friday, 20 September 2013 Site Inspection

The composition of the hearings committee was endorsed by the Chairman of the Western Australian Planning Commission on 13 August 2013, in accordance with the 27 October 2009 resolution of the Commission.

Mayor Simon Withers was originally appointed to represent the interests of local government but withdrew for personal reasons prior to the commencement of the hearings. Cr Corinne MacRae was appointed to the hearings committee to fill the vacancy left by Mayor Withers on 13 August 2013.

Chairperson	Ms Megan Bartle	Member of the Statutory Planning Committee
Members	Cr Corinne MacRae	Local Government
	Mr Kent McDowall	Independent, with Transport Expertise
In attendance	Mr John O'Hurley	Department of Planning

The members of the Hearings Committee met with Principal Planning Officer, Mr John O'Hurley at the corner of Bruce Street and Stirling Highway, Nedlands at 9.30am for inspections of specific sites referred to in submissions requesting a panel hearing.

The Committee was briefed on submission themes and inspected properties between Nedlands and Claremont via foot and vehicle.

The Committee concluded site inspections back at Bruce Street at 12.30pm.

CHAIRPERSON:



DATE:

12.12.13

Site inspection

Day Two

Wednesday 25th September 2013

Minutes of the Committee hearing submissions on Metropolitan Region Scheme Amendment 1210/41 - Rationalisation of Stirling Highway

DAY TWO - Wednesday, 25 September 2013 Site Inspection

The composition of the hearings committee was endorsed by the Chairman of the Western Australian Planning Commission on 13 August 2013, in accordance with the 27 October 2009 resolution of the Commission.

Chairperson	Ms Megan Bartle	Member of the Statutory Planning Committee
Members	Cr Corinne MacRae	Local Government
	Mr Kent McDowall	Independent, with Transport Expertise
In attendance	Mr John O'Hurley	Department of Planning

The members of the Hearings Committee met with Principal Planning Officer, Mr John O'Hurley at the corner of Corry Lynn Road and Stirling Highway, Claremont at 9.30am for inspections of specific sites referred to in submissions requesting a panel hearing.

The Committee was briefed on submission themes and inspected properties between Methodist Ladies' College and North Fremantle via foot and vehicle.

The Committee concluded site inspections back at Corry Lynn Road at 12.30pm.

CHAIRPERSON:  _____

DATE: 12.12.13.

Transcripts of hearings

Day One

Friday 4th October 2013

Minutes of the Committee hearing submissions on Metropolitan Region Scheme Amendment 1210/41 - Rationalisation of Stirling Highway

DAY ONE - Friday, 4 October 2013, 140 William Street, Perth

The composition of the hearings committee was endorsed by the Chairman of the Western Australian Planning Commission on 13 August 2013, in accordance with the 27 October 2009 resolution of the Commission.

Chairperson	Ms Megan Bartle	Member of the Statutory Planning Committee
Members	Cr Corinne MacRae	Local Government
	Mr Kent McDowall	Independent, with Transport Expertise
In attendance	Ms Heather Brooks	Department of Planning
	Ms Marija Bubanic	Department of Planning
	Mr Justin McKirdy	Main Roads WA representative
	Mr John O'Hurley	Department of Planning
	Mr Steven Radley	Department of Planning
	Mr Andrew Trevor	Department of Planning

The presiding officer acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed those present. Presentations to the Committee commenced at 10.16am.

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

The following people made presentations:

- 1) Ms Serverine Blanchard for submission number 294.
Ms Blanchard represented herself.
- 2) Mr Glenn Evans for submission number 474.
Mr Evans represented himself.
- 3) Mr Andrew Telford for submission number 332.
Mr Telford represented Cromag Pty Ltd.
- 4) Mr Bruce Haynes for submission number 71.
Mr Haynes represented himself.
- 5) Mr Steve Allering (Allering & Associates) and Mr Denis McLeod (Two Twenty Investments P/L & Dion Nominees P/L) for submission number 446.
Mr Allering and Mr McLeod represented Two Twenty Investments Pty Ltd & Dion Nominees Pty Ltd.

- 7) Ms Amanda Butterworth (Allerding & Associates) and John Kitchen (Harman Holdings Pty Ltd) for submission number 447.
Ms Butterworth and Mr Kitchen represented Harman Nominees Pty Ltd.
- 8) Mr James Cheah Kit Seng for submission number 40.
Mr Cheah Kit Seng represented the landowners.
- 9) Mr Ian Flack and Father Peter Boyland (Parish Priest) for submission numbers 135 and 384.
Mr Flack and Father Boyland represented the Anglican Parish of Christ Church.
- 10) Mr Paul Kidd for submission number 125.
Mr Kidd represented Ms Robyn Kidd and himself.

The following person cancelled their appointment with the Hearings Committee:

- Mr David K Davidson for submission number 141, representing himself.

The following people did not attend their appointment with the Hearings Committee:

- Mr Scot & Mrs Clare Griffin for submission number 458, representing themselves.

Ms Bartle declared the hearings closed at 3.19pm.

Chairperson:



Date:

12.12.13.

MS SERVERINE BLANCHARD

representing herself

MS BARTLE: Welcome to the public hearings in relation to the Metropolitan Region Scheme Amendment No 1210/41 on the rationalisation of Stirling Highway road reserve. The panel members here today are myself, Megan Bartle. I'm the chair. Kent McDowall is the independent.

MR McDOWALL: How do you do.

MS BARTLE: And Corinne McRae for Local Government. We have technical support here today also from Justin McKirdy from the Main Roads and John O'Hurley from the Department of Planning.

MR TREVOR: I'm from the Department of Planning as well, the Director, Schemes and Amendments section.

MS BARTLE: Thank you. We're a committee that's representing the WA Planning Commission. A lot of this information has been provided to you anyway. We're here to listen to your submission in relation to the amendment. The hearings are being recorded and transcribed and the recommendations will become public record along with the transcript. You have got 15 minutes for your presentation. You will get a warning at 10 and at one. If you could just state your name into a microphone and perhaps the property that you're representing and off you go. Thank you.

MS BLANCHARD: My name is Serverine Blanchard. I'm actually here on behalf of my father, my four younger siblings and our landlord. We're at 231 Stirling Highway in Claremont. I am the co-manager and owner of Allegro Pizza. Upon review of the proposed amendments to Stirling Highway we have come to the unanimous decision that we are opposed to the decision. I do apologise that I haven't actually submitted anything in writing.

MS BARTLE: That's okay.

MS BLANCHARD: My father is French and his English is bad enough as it is and trying to get it all sort of together - it's quite an emotional subject. You know, we stand to lose a lot more than just a building and just a business name. Today I would actually like to talk about three points of what we think the amendments would do to the community, what it means for us personally, and also a proposed other sort of amendment.

Firstly, we feel that the expansion of the highway would actually cause a lot of segregation in the community. The mere presence of a six-lane highway, if I understood it correctly, is just a nightmare. I remember when I went to Dalkeith Primary and my brother went to East Claremont, we used to take our bikes. Crossing the four-lane highway already was pretty horrid. Having it bigger I think will just make it harder for families and would cause people to be sort of less out and about.

I feel it would mean the loss of many businesses that not only have shaped sort of the community, but would lose a lot of the local interaction. Things like the Captain Stirling pub, Chelsea Village and the church, they are all places where people do group together and it means that things can stay locally. These venues promote community ties, strengthening the security of the area.

I didn't really appreciate this until I moved out of the suburbs. I live in Wilson to be closer to uni to study and I'm wedged between Albany Highway and Leach Highway and, you know, it's still a developing suburb but having such big sort of freeways, I guess, or highways going through, there's not the ties that you have here in the western suburbs and I fear that that would happen with Claremont and whatnot.

Secondly, what it means for the business would mean we would actually lose the family business. On the proposed plans, the amendment goes through the dining rooms. We're very close to the highway. The reserve goes through those rooms. We lose it all. We have been there for 15 years but the restaurant itself has been there for longer, about 20 to 30 years, so it's, you know, quite a - like a big place for the community. It's always been a restaurant. It is also my parents' legacy to us. All us five like siblings and the other five, we all have our part. We all run the place, so its true value, corny as it sounds, cannot really be expressed in a payout figure. It's wealth is not in terms of like money. It really is like what we bring to it and it's the only means by which I see my family and interact with them. Now, we're all getting older. Everyone has their own agenda but we all unite here.

We also give a lot to the community. We're a big supporter of all the schools. Up the road we've got Frank Thomas and we do a lot of fund raisers for them. Every week we do lots of pizzas at like a fraction of the cost. We support all the local schools. We give and donate to all the charities, all the local events. We do a lot of work with children's disabilities in the community, something that I've carried across from Shenton College and we like promoting it here and so it's become part of what we are. The people that we employ are also locals and they tend to stay with us for many years, you know, they stay with us for the duration. Of course, a lot of places have turnovers, staff that are huge. Ours stay there, so we actually promote a big family, so we call them the Allegro family and it's going to be a big loss. I know it's very biased but, you know, we have got a lot of people supporting us.

You just need to look on Urbanspoon, so just a place where restaurants are reviewed, and we have a lot of reviews where our current rating is at about 89 per cent which is huge and all the reviews really focus on like that, you know, sort of very familiar feeling, it's friendly, it's very community oriented, plus we do great food. Our clientele are predominantly locals. There are few restaurants like that left. The other ones that are left are Chelsea Village, also on Stirling Highway, Dragon, which are also on Stirling Highway, which will be lost, so you take those away and you don't really have a lot left. It means that people will have to go outside of the community, outside of the suburbs, which I think would be very sad.

Don't get me wrong. We are not opposed to the change. Although we do not feel it is justified to expand the highway at this point, we recognise the need to improve circulation, especially around like the areas like MLC. We do realise it does get congested. Now, it's

not my area of expertise and I don't really understand. What I'm talking about, members, is lingo I do not understand. You need a degree to really get it. I don't understand why the Fremantle train line reserve is under scrutiny. Why can't we use that and expand Railway Road and Goderich Street as a means to try and divert traffic or relieve that sort of strain that we have on it, so maybe not do it all the way through but it is an option.

The Fremantle line runs pretty much parallel to Stirling Highway from Nedlands all the way or very close to Cottesloe before it crosses over. We also feel that it would be a more cost effective solution. You wouldn't be buying out all the businesses. Now, I don't know if the Fremantle line is privately owned or anything but it would just be one payout. I don't know if I understand the concept of how it all works but it just seems like a more viable option and something that could just happen a lot quicker than doing the changes to Stirling Highway, so you wouldn't have to be knocking down all those structures and waiting for settlements to occur and whatnot. You have got all this delay now. I know the proposed changes won't be for another 15 years, is that correct, or something like that?

MS BARTLE: I think this is just the planning side of it.

MS BLANCHARD: Yes. It just doesn't seem - I hope I have said everything. I'm sure as soon as I walk out that room, I will remember things that I have forgotten. Yes, we stand to lose everything.

MS BARTLE: Yes, you have made your point. I think we understand your position. Does anyone have any clarification on any point that they would like to say?

CR MACRAE: No.

MS BARTLE: So the process is that we hear all of the public submissions. A recommendation will be put to the WAPC, so there will be a recommendation on your submission from the committee. It's then up to the WAPC whether they accept or reject those submissions but we will hear everybody and get the whole picture. Thank you very much for coming in. We appreciate you coming.

MS BLANCHARD: Thank you.

MS BARTLE: Thank you.

MR GLENN EVANS
representing himself

MS BARTLE: So welcome - - -

MR EVANS: Thank you.

MS BARTLE: - - - to the public hearings in relation to the Metropolitan Region Scheme Amendment 1210/41 on the rationalisation of Stirling Highway road reserve. For the panel here today, I'm Megan Bartle. This is Kent McDowall.

MR McDOWALL: How do you do?

MS BARTLE: And Corinne MacRae and we have technical support from Justin McKirdy from Main Roads.

MR EVANS: G'day, Justin.

MS BARTLE: We have John O'Hurley and Andrew Trevor from the Department of Planning?

MR TREVOR: Hi, how are you?

MS BARTLE: So you've been given a fair bit of information I think about the process and the purpose. We're here to hear your submission on behalf of the WA Planning Commission. Everything is recorded and the recommendations and transcript of this become public record.

MR EVANS: Super.

MS BARTLE: You've got 15 minutes to do a presentation.

MR EVANS: Okay.

MS BARTLE: We'll give you a warning at some time. If you could just state your name at the beginning of it for the transcript.

MR EVANS: Certainly. Glenn Arthur Evans of 7 Pier Street, North Fremantle. I'm here just to give my views on the development plans for Stirling Highway. I don't think anyone would argue that something needs to be done about Stirling Highway. Obviously living within the Queen Victoria Street precinct when the development plans came to our attention in regards to what is planned for the Queen Victoria Street intersection, we had a level of concern about some of the reclamation of not only the heritage properties but the footpaths and the general additional traffic that would be brought to the area. Whether there's any additional traffic, who knows but certainly we live within the area.

The area has become a terrifically family friendly, pedestrian friendly precinct. The businesses there have established themselves as destinations and subsequently the whole Queen Victoria Street area there is just a terrific place and a terrific amenity for the North Fremantle community. Anything that occurs detriment to that, we have great concern with because it is really truly a very fine example of what an urban village should look like, in our opinion.

Looking at the plans for the redevelopment at the whole Stirling Highway precinct, in particular that Queen Victoria Street area. The widening of the roads, the additional lanes, provide concern to us because we don't believe for (1) that they will address the issues and (2) that they will impact on the very nature of the village of that Queen Victoria Street precinct. In particular we see the real issue with Stirling Highway being the restricted access of the traffic bridge that joins East Fremantle to North Fremantle and in particular the access to Canning Highway from Stirling Highway at that point. The congestion build-up, in my opinion occurs at that point, not at the Queen Victoria Street intersection.

Saying that, there are certainly some issues with the Queen Victoria Street intersection, in particular the right turning lanes into Queen Victoria Street off Stirling Highway as you're travelling south is extremely poorly designed. It is not traffic friendly and when two lanes of traffic build up there, turning right into Queen Victoria Street it certainly causes major issues with the thoroughfare that is Stirling Highway and that is particularly obvious.

I believe that there are some fairly simple measures that could be enacted to address that: Restricting the right turning lane into Queen Victoria Street into one lane rather than the two that currently exist there now. Most traffic and certainly courteous traffic users do the right thing and pull into the right-hand lane whereas the impatient ones then will queue jump down the outside which essentially clogs Stirling Highway. I think that certainly needs to be addressed and could easily be done so without actually widening any roads there.

The central median strips that currently exist. There is certainly an emphasis on making Stirling Highway easier to cross over at that point and certainly that's something that we would support. However, it is fairly under-utilised at the moment and there are some broad central median strips that exist in that area that we believe could easily be realigned and rejustified without actually having to widen the roads.

The provision for bus lanes within that precinct and the cycle lanes within that precinct which is part of the road widening procedure. We certainly support anything that provides access to cyclists within that whole area is certainly something that is positive for the whole community. However, we believe that the cycling access that exists in that area would be better off directed along the train line which is an extremely good amenity, the train line there. In fact one of the reasons we chose to live in North Fremantle is the access to the North Fremantle train station, so that our daughters could commute to school which they do happily every day.

Certainly there is a lot of land there that is easily accessible to cyclists and for a dedicated cycle lane to be put along the railway line there, and certainly something that we would support heavily. The bus lanes from what I can see, from someone who travels that roadway every day both to and from the city, the points at the Queen Victoria Street-Stirling Highway intersection, there doesn't really appear to be any problems with the bus traffic that goes through there.

In fact the bus traffic appears to cause problems at the North Fremantle train station with people turning right, even though at the Alfred Road intersection right turning is restricted in the morning. People then just turn either right into the business amenities before that intersection or right into the subsequent feeder roads that are north of that intersection. At the same time the bus traffic has the ability to pull up at the bus stops and if someone is turning right and the bus is in the left-hand lane then the whole of Stirling Highway comes to a gridlock because of that issue.

We do not see that there is heavy bus use in that precinct. In fact the majority of people are now making use of the train and we would encourage everyone to do so. As I said, it's a terrific amenity and it's really something that we should be directing people and encouraging people to use more of. Certainly after living in big cities like London myself, where I spent 10 years, the use of trains is just a fantastic way of getting around. In fact the only reason I am required to take my vehicle to the city in preference to the train was the nature of my position meant that I did a lot of in-work travelling unfortunately and needed the access to my vehicle. Whenever I didn't need to do that, I caught the train and it's a far better way to get around.

Some observations as you go north through Stirling Highway. You see a number of problem areas that we believe would be easily addressed with some simple restrictions to some of the right-turning accesses into Mosman Park, Peppermint Grove and Nedlands/Claremont precincts. At the moment you can pretty much access any of the side roads off Stirling Highway by turning right. This causes major problems on Stirling Highway when there really is, in my belief, no great need for people. There's a couple of main intersections there which should be improved to facilitate the right turning access to those suburbs but I can't see any reason why there needs to be a right turning point at every single intersection as you're driving down Stirling Highway which causes major problems.

Certainly at the Wellington Street intersection, the ability, and there appears to be a significant amount of land available, there to extend right turning lanes to facilitate bus lanes in that precinct would address the issue. The level crossing that currently exists at Victoria Street is a major problem and a major issue and really is one of the causes of some of the major congestion on Stirling Highway. Why there needs to be a level crossing there, I can't understand, given that there is significant other access points throughout the Stirling Highway precinct, particularly in Cottesloe, at Eric Street, and they all provide extremely good access points.

If we look at some of the minor roads that still have level crossings associated with them, they also add to the problem. If you're approaching the Glyde Street traffic lights with the

view of travelling north on Stirling Highway, once again if there is a bus pulled up to alight passengers with people turning right into Stuart Street, this once again causes a major, major problem with the thoroughfare of Stirling Highway.

I see on the plans that there is suggested, that there be a right turning lane into Stuart Street. Once again I don't really see why the need for this exists, as the obvious access point at the traffic lights at Glyde Street present a very sensible option. There appears to be plenty of road to extend the right turning lane facility there and restrict access, right turning access, into the other streets.

Our experience with the recent redevelopment at Johnston Street, my daughter attends Cottesloe Primary School there. Johnston Street in Peppermint Grove presented as a major black spot I believe for traffic accidents and people turning right. They had proposed putting traffic lights there. I believe the community opposed that and subsequently right turn access has now been restricted in that street and there has been no discernible problems with that except the traffic now flows much better in the area and with the feedback we've had from the local residents and the parents that attend that school is it has been positive for all parties. You know, I thought that was extremely sensible planning and compromise by Main Roads with a really good result. I can't see that those sort of results can't be then justified right along Stirling Highway.

Certainly where there is room to do it, there appears to be sense in increasing the central median strips, the footpath access and to propose a five-metre footpath width in the Queen Victoria Street precinct I really feel strongly that it's just reclaiming land for no ultimate outcome of reducing the traffic congestion in that point. Where the traffic congestion actually occurs is at the intersection of Canning Highway and Stirling Highway on the southern side of the traffic bridge with vehicles turning left into Canning Highway and being held up by the traffic lights there.

Certainly, right turning into Queen Victoria Street causes a problem in peak times, but once again I believe that would be easily and simply rectified by restricting right turn access into Queen Victoria Street and ultimately, I believe, it should be almost a local traffic area only. Access to Fremantle through Stirling Highway, Tydeman Road and ultimately, at the end of Stirling Highway, turning right into High Street, I think it is, provide excellent access to Fremantle.

The North Bank development that exists there, accessing through Tydeman Road, is the sensible option to do so, actually down Queen Victoria Street, which now has significant traffic calming measures introduced some years ago, that it worked tremendously well, had a positive impact on the community down there, would be removed by encouraging more people to travel down that road. I see the sense in that. That's really all I have to add. I hope I have presented that - - -

MS BARTLE: You have, very articulately.

MR EVANS: Thank you.

MS BARTLE: Do you have any - - -

MR McDOWALL: I'm trying to just summarise what you're saying, is that you're really suggesting that there should be fewer right turns through the whole of the highway?

MR EVANS: Correct.

MR McDOWALL: Okay, and you have made your point about the junction of Queen Victoria Street on there and no actual need for the extra bus stop that was proposed in there?

MR EVANS: Mmm.

MR McDOWALL: You have not commented about road reservation, which is primarily what we are here for. You haven't made any particular comments about road reservation, which is it's a proposal for the future, rather than immediately.

MR EVANS: Yes, I understand. I guess my view on reservations, Mr McDowall, is yes, we have to provide for the future expansion of our city; I think it's really, really important that we do so. I just don't see that the expansion of the reservation at that point is going to really alleviate any issues.

MR McDOWALL: That's at Queen Victoria Street?

MR EVANS: That's correct.

MR McDOWALL: You're not making any comment on that?

MR EVANS: I'm not, that's correct, and look, in the main, the whole redevelopment plans for Stirling Highway, there's a lot of sensibility in there in regards to the access points. Certainly, that precinct that extends from Wellington Street to Queen Victoria Street, there is a wealth of room and space there to actually do something that is going to be effectively through that precinct, and I know there is plans afoot at some stage in the future to join Curtin Avenue to Stirling Highway at that point. Once again, I'm not sure how sensible that is, in fact, that we would be better - ultimately a tunnel underneath the whole lot would be a much better served purpose. Obviously, the constraints in budgets that we all have, we all understand that maybe it may be unaffordable, but certainly I would have thought that to connect Perth and Fremantle at some stage, a tunnel under the Swan River would be a much more appropriate way to go.

CR MACRAE: Thanks, Glenn. You mentioned early on in your piece about the cycle lane using the railway reserve, and you talked about your daughter cycling to school from North Fremantle to Cottesloe Primary, so they obviously cross Stirling Highway?

MR EVANS: My daughter doesn't cycle to Cottesloe Primary. We use the train. There currently exists a fairly short cycleway that utilises our street, Pier Street, and connects with the carpark in the railway reserve and then joins onto North Fremantle station, which then gives the cyclists the ability to cross over at that point onto Curtin Avenue, where there is a number of cycle lanes along Curtin Avenue. It's a very positive and very easily accessible and very community friendly way of getting around and something we would support. There also is a significant amount of land that is under-utilised there that could easily be set aside for a cycle track.

CR MACRAE: The logical conclusion to that would be that the cycleway then would come off Stirling Highway completely and use either the existing cycleway along the line and the new one when it's built; so that would be what you're saying.

MR EVANS: You're correct, exactly right. Even run the full length of the train line right into the city for cyclists, really give them their own access point. I think it would encourage many more cyclists to use that amenity.

CR MACRAE: Okay. Thank you.

MS BARTLE: Thank you.

MR EVANS: You're welcome.

MS BARTLE: The process from now is that we've got a lot of hearings, so we will hear everybody. There will be a recommendation that goes up to the WA Planning Commission so there would be some time lapse before you possibly hear back from us, but that's the process that we are going through at the moment.

MR EVANS: Thank you very much.

MS BARTLE: Thank you very much.

MR EVANS: We certainly respect the opportunity to come and present our opinion.

MS BARTLE: You're welcome. Thank you.

MR EVANS: Thank you. Cheers.

MS BARTLE: Thanks. Thank you, Glenn.

MR ANDREW TELFORD
representing Cromag Pty Ltd

MS BARTLE: Hi, Andrew. Welcome.

MR TELFORD: Thank you.

MS BARTLE: So these are the public hearings in relation to the Metropolitan Region Scheme Amendment 1210/41 for the rationalisation of Stirling Highway road reserves.

MR TELFORD: Yes.

MS BARTLE: I will introduce the panel. I've got Kent MacDowall and Corinne MacRae. We've got technical support from Justin McKirdy, Andrew Trevor and John O'Hurley from the Department of Planning, and I'm Megan Bartle.

MR TELFORD: And I'm Andrew Telford.

MS BARTLE: Thank you, Andrew. Yes, so you have been given quite a bit of information, I think, about this process.

MR TELFORD: Yes.

MS BARTLE: So we represent the WA Planning Commission as the eyes and ears, if you like. The recommendation will be put to them. This process is being recorded and the recommendations and transcript will be a public record; so you have got 15 minutes to provide us with a summary of your submission, if you like, and you will get a couple of warnings as you get closer, like 10 minutes and one minute.

MR TELFORD: Yes, sure.

MS BARTLE: You have already stated your name for the record, so over to you.

MR TELFORD: Okay. I guess the first part - there's a bit of a history on the Stirling Highway. We sort of moved there, set up a business there in 1975, I think it was. We have always maintained, which I consider probably one of the better-looking premises on Stirling Highway. It has gardens out the front and it has always been quite immaculate. We spent about a hundred-odd thousand over the last 12 months.

What concerns me - I'm in total agreement with bicycle lanes, slip roads for buses and things like that, but I think it's going to wipe out the look of our garden and all that sort of stuff, because it will actually encroach into our property, and then with the reduction in carparks it would be sort of silly to sort of, to take that garden and put that garden there, and it concerns me, the aesthetics of it. You know, generally when you look down Stirling Highway, there's not much growing.

MS BARTLE: True.

MR TELFORD: It's pretty poor, but aesthetically, it looks pretty ordinary. My other concern is that - you know, I've looked at the plans - I'm not that familiar with looking at plans and the like - I found it quite difficult to sort of actually get an idea of exactly where it starts and where it finishes.

MS BARTLE: In relation to your property?

MR TELFORD: Yes.

MS BARTLE: Okay.

MR TELFORD: As opposed to the easement, which is on the property.

MS BARTLE: We can provide some clarification in relation to that now.

MR TELFORD: The dimensional - - -

MS BARTLE: Would you mind doing that, John, please?

MR TELFORD: I understand the dimensions, but I don't understand where they start - or where they finish I understand, but not where they - as far as the footpath, where is the footpath?

MR O'HURLEY: The title boundary, so it commences at the title boundary, the verge is not part of your property.

MR TELFORD: Okay.

MR O'HURLEY: So it extends, it's proposed to extend between 8.3 metres and 8.4 metres, as measured from your title boundary with Stirling Highway.

MR TELFORD: Okay.

MR O'HURLEY: Currently, it's 28 metres into your property.

MR TELFORD: All right, so the footpath is going, isn't it, so I suppose that's irrelevant, isn't it? It's not going, but I mean it is being moved.

MR O'HURLEY: Simply put, the highway would kind of extend, so the footpath and the verge would be basically in the eight metres in front of your property in the long term.

MR TELFORD: All right. Can I have a copy of that?

MR O'HURLEY: Sure.

MR TELFORD: Going back to the aesthetics again, also I am concerned at how we are going to sort of exit and enter the property, particularly the carpark. That is going to obviously impact on the entry and the exit into the carpark because the carpark is going to be substantially reduced. Another concern is: will there be a right-hand entry into Vacluse Street and will there be a slip lane entry into Vacluse Street?

MS BARTLE: I just need to clarify one thing. We can answer that. This is a preliminary design at the moment so it is the basis for coming up with a reservation which is really what we are dealing with as opposed to the detailed design or the ultimate design.

MR TELFORD: Okay. It is a work in progress.

MS BARTLE: This is a long-term process. There are no actual plans to implement this at this stage necessarily, other than the reservation. We can talk about this as a preliminary design. Justin, do you want to have a - - -

MR McKIRDY: The plan does show - - -

MS BARTLE: Can you put that on the table?

MR McKIRDY: This is your property here. The plan does show a right turn pocket providing for right turn movements into Vacluse. As Ms Bartle has indicated, it is preliminary so obviously at some time in the future, and we anticipate that being the longer term, once there is a desire to do upgrade works on this road, then there would be much more detailed project established and we will go through a much more detailed traffic analysis. At that time there would also be community consultation as well as consultation with local government to ensure that whatever access arrangements are put in place at that time are understood, accepted and appropriate for the area.

MR TELFORD: That is really all I was concerned about. I suppose I won't really get those answers here. I will get those answers down the track.

MS BARTLE: Down the track, yes, but that certainly clarifies at this point in time that that's the intention.

MR TELFORD: Yes. The time lines if this went ahead?

MR McKIRDY: There is no project currently being proposed. This is a planning exercise, predominantly to reserve sufficient space for future opportunity. As I say, if there is a project that is going to be developed, you will certainly be made aware of that and have your opportunity to have input but it is certainly not something that - what we usually say is that it is not in the current budget and four-year forward estimates, so therefore it is considered long term. I note that there is nothing actually concrete being discussed at this point in time.

MR TELFORD: So there is no sort of indication of when it might start or how long it will take or anything like that.

MR McKIRDY: No.

MS BARTLE: The other point of clarification - and that is what this plan that John has provided you shows - is that there is actually an existing reservation. This is to look at it, have a look, is it appropriate and if it is not, what should it be? In a lot of cases this is actually reducing the reservation that exists, but a reservation obviously is needed on something like a highway to make sure that appropriate travel does occur and is allowed for.

MR TELFORD: Okay. That is all I really wanted to know.

MS BARTLE: Thank you very much. Kent, do you have anything you would like to seek clarification on?

MR McDOWALL: Not really, except it is a long-term thing and I guess the reason for trying to have the hearings et cetera is that if someone wants to redevelop, they know where to redevelop - there is a line. In the past there was no information, which made it very difficult for property owners to actually know what was going on.

MS BARTLE: Thank you for coming in. The process from here is - you were present when I was speaking to the previous submitter. We have got a number of days of hearings and there will be some recommendations going to the WA Planning Commission on that.

MR McKIRDY: Thanks very much for coming.

MS BARTLE: Thank you for coming.

MR TELFORD: Thank you.

MR BRUCE HAYNES
representing himself

MS BARTLE: Bruce, welcome. I am informally welcoming you as Bruce. These are obviously the public hearings for the Metropolitan Region Scheme Amendment 1210/41 for the rationalisation of the Stirling Highway road reserve.

MR HAYNES: I'm glad you mentioned the name because (indistinct)

MS BARTLE: It is just for the record. The panel members for the hearing today are Corinne MacRae and Kent McDowall and we have technical support from Justin McKirdy from Main Roads, Andrew Trevor and John O'Hurley from the Department of Planning. I am sure you are familiar with this process and you have been given a lot of information so the panel is representing the WA Planning Commission and we are the eyes and ears for the Commission. We will make a recommendation to them. The hearings are recorded and the transcript and the recommendations will become the public record. You have 15 minutes to make your presentation. You will get a warning. If you could just state your name and appropriate property for the record as you commence.

MR HAYNES: Thank you. Bruce Haynes, 11 Shenton Road, Claremont is the address. The chance of making a 15-minute submission is remarkable for me because normally I would only go for about three hours before I got (indistinct). However, my submission is predicated on a number of assumptions and the first is that the proposal to alter the reserve is in some sense driven by the notion that SHACS would not require such a large existing reserve and the second assumption is that SHACS is not going to happen, and even if it did it wouldn't make a significant difference to real problems.

So the thought was that if the road reserve is reduced, albeit okay to do that, it would however possibly preclude serious consideration of practical alternatives to the current proposals and therefore would be seen to be taking an action and thus precluding real action and that's my concern. So it's not an objection that I would wish to raise to the road reserve reduction as such, but just that the practical consequence may be in fact deleterious.

The alternative that I am suggesting is because I think that Stirling Highway has two serious issues that it confronts. One is issues of density and land use and that's largely a Nedlands problem, and of traffic congestion and that's largely a Claremont problem. I let Nedlands play by themselves until we took it over. So I address only proposals that I think would at a relatively cost effective mechanism address the actual problems that SHACS would either ignore or make worse if they were implemented in the current format.

The notion of a pedestrian-friendly boulevard with extensive wide verges et cetera bulldozed through Claremont in the words of our local member when confronted by residents when we had our first impact of this, that's at 328 Stirling Highway, his words were, "It will never happen," so too expensive and not going to produce any beneficial outcome. So it's on that basis that what I am proposing are practical, effective alternatives designed largely to reduce

the major problem as far as Claremont is concerned which is traffic congestion, and it reduces the effectiveness of Stirling Highway as a thoroughfare and as a place to live et cetera.

Some of things that I base my proposals on didn't exist when the officers were looking at SHACS and doing things in that format, so what I am looking at are current circumstances which have created opportunities that I think need to be seriously looked at. Basically around that the lights on Stirling Highway at Bay View Terrace were there for a very good reason because the trams had to cross to get to the train station. They remained there because it was a major north-south route. I in fact opposed the closure of Bay View Terrace to through traffic, because I needed to go through; councillors are sometimes selfish, and ineffective because it didn't happen.

So given that that's not a through route any more there is only in fact one turn that requires lights at that intersection and that is coming from the south to go to Perth, and that serves a moderately limited population to do that. All the rest of the turns can be undertaken as elsewhere, as a controlled intersection. But that is a significant turn for a number of people and therefore the Bay Road, further east, proposal is to facilitate access from the south to the north because Bay View Terrace no longer does that except through a circuitous route.

There is no significant crossing controlled by lights on Stirling Highway between Queenslea Drive at Christ Church and Dalkeith Road, so that there really is no effective crossing of Stirling Highway and that's why Bay Road, reconfigured as a major intersection controlled by lights which would relocate the road, it would require resumption of property. Unfortunately the Department of Planning has, I believe, already resumed property in Claremont in what used to be Richard's Electrical next to the old - where you used to pip across to get the gear, and that is fundamentally a pointless acquisition so, I mean, that could be disposed of and other useful ones which would enable a reconfiguration of that intersection to provide a major through-route for north and south traffic.

That congestion which is currently directed in the town centre is better on the periphery and will therefore help reduce the congestion. The effect of a west to east morning peak hour problem is that you get to Queenslea Drive after you've waited from Mosman Park to get there because of the congestion; however, part of the problem is that to get beyond there you've got the set of lights or another set of lights. Removing the Bay View Terrace lights would in effect mean that traffic going along the railway line will be able to get up as far as Ashton Avenue, which we were freeing up a bit anyway, without constraint.

So what it will mean is a free flow of traffic through the town centre, which is the major bottleneck. Putting a couple more blocks into the median at the same point, basically I would want a median - blocked access all the way along, will give us two lanes instead of one. So as a result at relatively low cost you would actually free the peak hour traffic going east in that way. In going west, the removal of the traffic lights at Bay View Terrace means that the preferred alternate route, which is coming down along the railway line, down Leura Avenue, which was designed for that purpose but doesn't serve that purpose, because then you have to hit two sets of lights before you get to Queenslea; take out the middle set of

lights, you now have an attractive route. The preferred route at present and I've seen the (indistinct) doing it is to go right through the town centre and down St Quentin, because they don't go through any sets of lights. It's just bad traffic planning to do that.

So I think that the removal of those Bay View Terrace lights and the change, the major change which I accept is a major change at Bay Road would provide a better through-traffic and cross-traffic solution to the Claremont traffic problem. The SHACS will only make things worse. The bays, which are intended to facilitate accelerated bus movement, have the bizarre consequence of at Stirling Road, at Queenslea Drive, of blocking a slip road and at Leura Avenue blocking a slip road, thus preventing free flow of traffic. The one at Stirling Road has the equally bizarre proposal of providing a 15-second advance for the buses to go into a timed bus stop where they will wait until the time is ready: not all that clever.

Likewise, the one which would require perhaps the demolition of the Congregational Church, heritage building, would, again, put the buses into a timed bus bay. So just the very nature of SHACS, quite apart from its expenditure and the destruction of the town centre, doesn't actually produce beneficial outcomes and so that's why I've put the proposals as I have, with a view to facilitating the flow of traffic. I leave it to Nedlands to basically do the mixed-use redevelopment kind of stuff there.

I have also suggested at one stage to the Department of Transport, but because they've been caught up in other little entertainments, that to end their light rail at Steve's is a bizarre proposal. I can understand why you would need to go from Steve's to ECU Mt Lawley but other than that I can't see why that would happen so that's why I would have thought that if they reintroduced the trams - sorry, light rail, not to go around Circe Circle which was constructed for that in Nedlands but to run that probably up Princess but, if you had to, down Waratah, which would therefore provide that light rail connection again to the Claremont station but terminating next to the council chambers rather than running up into Bay View Terrace. People are now far more in need of walking than they did and so the capacity of walking past the shops in Bay View Terrace would seem to be a very desirable outcome for all concerned.

The thought is that one would not want to put light rail down Stirling Highway but in fact, because there is sufficient public transport availability there, you would actually run it down a different route and provide a different ambience and lots of money for development. Thank you.

MS BARTLE: Thank you very much. Kent, do you have any points of clarification or questions?

MR McDOWALL: No. I am trying to absorb quite a lot of the information that I was just given. I will need time to process that I think.

MS BARTLE: Okay. Anything Corinne?

CR MACRAE: Thanks, Megan. Just a question, Bruce. Obviously your preference is for the removal of the lights at Bay View Terrace. In terms of vehicles accessing Bay View Terrace, not on the centre side by the south side coming from the west, how do you anticipate that will be managed?

MR HAYNES: The most recent figures showed an all-day traffic movement in Bay View Terrace going north with the lights which provides access from the south and the west at about 500 vehicles a day. We shut down the north to south route which had 1900 vehicles a day. The actual use of that is very limited. There is a current proposal to the Town of Claremont to close north access in what is now Avion Way, the old RAAF station. There would still be access from the west and there would still be not light-controlled access across Stirling Highway which is effective at non-peak periods. There would be minimal access but that is not a major access route as far as the Town of Claremont is concerned to the town centre.

CR MACRAE: There is not a lot of traffic heading into the city or heading in that direction. I get my north-south and east-west wrong.

MS BARTLE: Heading east.

CR MACRAE: North, and turning right into Bay View Terrace.

MR HAYNES: The only way you can get into Bay View Terrace is coming from the west towards the city and turning left into the right-hand turn. The Department of Transport was very, very clever by helping us ban right-hand turns and so when council meetings were on, we didn't hear the crashes all the time.

CR MACRAE: So there is no right turn at all.

MR HAYNES: There is no right turning there.

MS BARTLE: Except buses. Is that right?

MR HAYNES: Into Bay View Terrace, no, so into the shopping area, no.

MS BARTLE: Into the shopping area. I was talking about going south, heading south from Stirling Highway into Bay View Terrace south towards the bowling club.

MR HAYNES: Closed.

MS BARTLE: You would have that closed.

MR HAYNES: No, it is closed. We are going to put a half million dollar artwork in the middle of the road so you can't get there. It is already closed. There is only north access now. For the south access, you go down to - - -

MS BARTLE: I am talking from Stirling Highway, south of Stirling Highway, so where the council was, and heading - - -

MR HAYNES: East.

MS BARTLE: Yes, that south part. Buses currently turn and use that route I believe. That is my understanding.

MR HAYNES: To go - - -

MS BARTLE: I don't know. They go down towards the river and around that way.

MR HAYNES: Yes.

MS BARTLE: I am trying to get my head around - if you take the lights out of that controlled intersection, what happens to that traffic that needs that south part? I am not familiar with traffic numbers or counts.

MR HAYNES: The south part - it makes no difference.

MS BARTLE: There are buses I think that use this at the moment. If we took the traffic lights out of there, it would certainly free this up as you were saying but it would make it very difficult - - -

MR HAYNES: That turn?

MS BARTLE: No, this turn.

MR HAYNES: Sorry.

MR McDOWALL: Going east.

MR HAYNES: I'm right. I was upside down. Sorry. To make that turn?

MS BARTLE: Yes.

MR HAYNES: Yes, as they do elsewhere.

CR MACRAE: Currently buses are allowed to do that but not ordinary traffic.

MR HAYNES: That's right. That's correct. Yes.

MR O'HURLEY: It is free movement out of peak hour.

MR HAYNES: That's correct, yes.

MS BARTLE: So you can turn right.

MR O'HURLEY: There isn't a lane there.

MR HAYNES: No. There is no dedicated - - -

CR MACRAE: So out of peak hour, if I was driving along there and wanted to go to the river, I could turn right.

MS BARTLE: Yes, you could.

MR HAYNES: Yes.

CR MACRAE: So how would that be managed without traffic lights?

MR HAYNES: The only current slip road is Broadway. That is why Bay Road is the alternate. To go south, you would put a slip road at Bay Road which isn't there and that would be your major access to the south.

CR MACRAE: That has clarified it for me. I just thought you were suggesting a full median the whole length.

MS BARTLE: No.

MR HAYNES: That is why I put both. You don't get into Hungry Jack's and whatever. Anything to stop people getting into Hungry Jacks is - I voted for Hungry Jacks so I bear responsibility.

MR McDOWALL: School kids will find a way of getting there.

MR HAYNES: They do.

MS BARTLE: Any other questions, Corinne?

CR MACRAE: No. That is all. Thank you.

MS BARTLE: Thank you very much, Bruce.

MR HAYNES: Thank you indeed.

MS BARTLE: The process now is that we will conclude our hearings and we will make a recommendation to the WA Planning Commission.

MR HAYNES: Thank you.

MS BARTLE: Thank you very much. Thanks for your time.

MR HAYNES: Thank you.

**MR STEVE ALLERDING (Allerding & Associates) &
MR DENIS MCLEOD (Two Twenty Investments P/L & Dion Nominees P/L)
representing Two Twenty Investments Pty Ltd & Dion Nominees Pty Ltd**

MS BARTLE: We'll get started. I just want to formally welcome you - - -

MR ALLERDING: Thank you.

MS BARTLE: - - - to the public hearings in relation to the Metropolitan Region Scheme Amendment 1210/41 on the Rationalisation of Stirling Highway road reserve. So the panel members today are Corinne MacRae and Kent McDowall and we have technical support from Justin McKirdy from Main Roads and John O'Hurley from Department of Planning.

MR ALLERDING: Thank you.

MS BARTLE: As you're aware, we're the committee representing the WA Planning Commission in these hearings; we're their eyes and ears. The hearings are being recorded and the transcript along with recommendations will become a public record. So you've got 15 minutes, roughly, to do this presentation and that will give us time to discuss things and then move on to the second presentation.

MR ALLERDING: No problem. You're probably familiar with Denis McLeod to my right, who is representing the owners of 220 to 222 Stirling Highway. I don't know if the committee has a chance in these matters to have a look at the submissions - - -

MS BARTLE: Yes, we have.

MR ALLERDING: - - - before we come to today. For my purpose it's to, I guess, explain in part that submission, but also probably to expand on it in the sense of what's happened since we made that submission and primarily it relates to or the submission related to the alignment of Stirling Highway and we've also after that submission considered whether or not there's any prospects for reducing the actual risk of the reserve as well and we think there's some scope for that so I really wanted to try and explore both of those avenues.

If I can just get you to pop to the next slide, that would be great. I think what was apparent and I apologise because that resolution isn't fabulous but that represents the advertising that happened for the amendment. What we observed, if you like, looking at all of the plans across the whole length of Stirling Highway, there was a fundamental focus on perhaps starting with the proposition that you pick the heritage buildings because they're sacrosanct and then applying the reserve width that is relevant for the design that you want to have out of that. That was certainly the case along this stretch of Stirling Highway.

The orange building on the right-hand side, which I can't point to but you can see is the Coronado Hotel and the land that our submission relates to is where those circles are, approximately 50 metres down the road. What there didn't seem to be much focus in,

certainly in the reports, it may have been considered behind closed doors but we weren't quite sure, there didn't seem to be much of a consideration about what was on both sides of Stirling Highway in terms of the types of buildings, any other heritage, local heritage matters, or the scale and the quality of the buildings and as a consequence of that we made our submission on that basis to try and, I guess, have the Commission look at the differentiation between what's on the south side of Stirling Highway and what's on the north side, because we believe that there's some fairly significant differences and we think if those were taken into account the Commission may be in a position to rethink how they either change the alignment and/or look at some reductions in reserve width so that there is some protection.

If I can ask you just to move to the next slide so we can see 220 to 222 in the yellow highlight. John Kitchen, who's here, is the property next door to that. The properties for 220 and 222 you might be familiar with the buildings, it's known as the Stirling Law Chambers which accommodates McLeods Barristers and Solicitors and that accommodates both the left-hand property identified as lot 2 and also the right-hand property identified as lot 650. At the front of the building is an antiques store and I'll take you to some photographs which show that shortly, but what that shows in a practical sense is what the alignment of the proposal will have on both of the buildings as part of the Stirling Law Chambers, and if you extend that line across you can see it also has an effect on the more contemporary building at lot 25 as well, which is 216 Stirling Highway.

If I could just ask you to move to the next slide, that is the antiques building on the left-hand side that's part of 220 Stirling Highway. The effect of the amendment as it currently stands is it will take pretty much all of the antiques store out, it will take a significant portion of the office component of the building that's circled in the centre and it will take off the verandah and the front building of a building that is included in council's heritage schedule and it's also included on the council's municipal inventory.

If I could ask you to just move to the next slide it probably gives a better context of that part of the building, although I'm not quite sure why there is the differentiation but it's the right-hand building that is part of the council's heritage schedule; built circa 1902, according to the records. So the impact will be that the portion on the right-hand side of that building, the effect of that will be to take out that entire frontage of that room and also the one you see on the left-hand side that's not circled.

If I could ask you to move to the next slide, if we move to the left-hand side and it's relevant to consider that although Amanda will talk in more detail about that later in terms of the specific context of that building but it's just relevant to get a context with the Coronado Hotel down the road and this building. So this is 216. If we looked at the line that we looked at before, we can see that we've got a four-level building which is three levels of office and a level of basement carparking.

If I could ask you to just move to the next slide it gives a better imagery of it. You can see there there is a basement carparking, there would be issues associated with access but the practical effect of the alignment is that it starts from the very corner on the left-hand side and

then extends out on an angle and takes out the entirety of all of those floors for the depth that it ends up going to.

So if I could ask you to move to the next slide thank you, in the context of Stirling Highway south if you look at the top image we've got the Coronado Hotel on the left, some other buildings which aren't affected by the reserve width, we've got 216, and then we've got the Stirling Law Chambers comprising the next two and then an array of different buildings, some of which are affected as a consequence of the proposed alignment.

Next slide, please. If we compare that with what's on the northern side of Stirling Highway, we believe there's a significant difference: there's no buildings that are identified at least of any heritage value; there aren't any of what we would suggest is significant character, and there's none of the same scale and quality of the buildings that are on the south side of Stirling Highway.

From the Commission's perspective what's the relevance of that? The relevance I guess in part, heritage is obviously a relevant planning issue but obviously ultimately the Commission are going to have to look at acquiring properties and costs must come into it if there's no differentiation, if the planning outcome is going to be an equivalent or better planning outcome and we believe we can achieve a better planning outcome with some modifications to the reserve.

If I could ask you to move to the next slide, that is just all of the buildings that are on Stirling Highway north. I don't need to go into those, if I could ask you to move to the next slide. So in the context that we said that there was a differentiation between the north and south of Stirling Highway, what we did is we suggested that the Commission look at shifting the reservation, which might seem a bit nimby in one respect but I think there was some logic to that and it wasn't just to take it off our property, there was considerations that we provided including engaging Uloth and Associates to try and make sure that the traffic aspects were not changed but to also have a look at the practical effect of what would happen if you shifted that reserve across; so it was just there wasn't any adjustments to the width, it was just an adjustment to the alignment of Stirling Highway.

What you can see is the additional impact. So the top image shows the alignment as it was proposed by the Commission, the bottom image shows the alignment when it's shifted over and I hope you can pick up the subtle change in colour on the bottom but it shows the new change, if you like, in terms of buildings that would be additionally affected or newly affected and you can see there's three red boxes on the top. The impact of shifting it over means that three buildings, three new buildings would be additionally affected. The consequence of shifting it over would also mean that there would be six buildings on the south side of Stirling Highway that would not be affected.

Of the three buildings that are affected that would be affected on the north side none of them are heritage listed in any way, arguably they don't have the same character and they're certainly in no way of the same context as what 216 Stirling Highway is in terms of bulk and scale and just the size of the development. If I could just ask you to move to the next slide,

so we felt that there was some proposition to say that there is a net benefit of shifting the reservation without significantly impacting upon the northern side in the sense that the nature of the buildings would either have already been affected and the ones that weren't, weren't of any particular significance, character or bulk and scale.

So if we were to do it, it would mean that apart from the six properties being preserved that are shown there, that would include obviously the Stirling Chambers which has a heritage aspect to it; in addition, it would also free up entirely any impact on 216 Stirling Highway which is the significant building, which from the Commission's perspective would possibly be the most significant expense in terms of that stretch from a building point of view.

Perhaps just to really quickly touch on it, Denis would like to say something as well, we also have looked at trying to explore the prospect of reducing the width of the road. We understand that there is some prospect of reducing the verge widths down to 4.1 metres and I think that's already been flagged. We haven't allowed for that specifically in our original submission but we have allowed for that in this amended submission.

What we've also suggested and as someone who's a cyclist I didn't take this decision very simply but we think there is a compelling reason not to have bike paths along this section of Stirling Highway and part of that - if I could ask you to move to the next slide or I'll ask you if you can just move two slides on as well, one more. Yes, one more sorry. Thank you. When you look at this area, generally speaking, it is historical subdivision with a very high permeability.

They're grid pattern roads and when we look at destinations that people are going to we've got the railway line adjacent to the Claremont town centre. So in terms of access to town we've got the equivalent of a veloway or something close, relatively close to a veloway running along the railway. We've also got roads to access UWA and QEII, like Princess Road, Cunningham Terrace and others which would provide a much safer alternative without the impact of the road widening on Stirling Highway.

If I could ask you to go back to the two slides quickly, if the Commission were to agree to reducing the reserve widths the impact would be only one new building would be affected as a consequence of reducing the verge widths and also removing the bike lanes. There would be no other additional buildings that would be affected. If I could ask you to move to the next slide, the physical impact of that would be the removal of that awning so it's not a significant building impact. It would mean all of the six buildings on the south side of Stirling Highway would be preserved and it would mean that there would be no additional buildings on the north side being affected except for that awning on that building.

So I think if I could just quickly sum up to hand over to Denis, our view is that either option is suitable for us. We believe that both options that we've presented are suitable but we think there's some quite compelling reasons that we would ask the Commission to have a look at where there's a high distinction between what's on the north and the south side of Stirling Highway. So I think, Denis, if you're happy to - - -

MR McLEOD: Yes, I'll be very quick. Just to mention some features of the development at 220 and 222, I acquired 222 in 1973 and was at pains then to try to preserve the old building, which has subsequently been recognised by the council as having a heritage character. I have been recently concerned with a redevelopment on the site and options that were put forward or primary options that were put forward would have involved the demolition of the existing building.

I thought, rightly or wrongly, that the existing buildings had particular character and want to see them preserved so I went to trouble to do that. If the road proposals go through as originally proposed, as now proposed by the WAPC, then the building on 222 Stirling Highway would be compromised to the point where it wouldn't really have any heritage value any longer but the building that's got the antique shop in it, used to be an antique shop but there's now going to be another tenancy, that building, the shop addition was made in the early 1950s so it's beginning to become quite significant I think in its own right.

It's one of the few examples of a shop addition which was fairly common in not just along Stirling Highway but in other commercial strips around Perth, I think that that has significance in itself and I think it would be a real pity if that building was to be lost, even though the council for its own reasons hasn't recognised it as having heritage value.

We're doing a building development at the rear of the existing houses and I really hope that the existing houses will retain their integrity, will remain as they are, which will probably guarantee that they will remain there indefinitely, otherwise the site will become a complete redevelopment site which I think will be a loss to the general amenity on Stirling Highway.

MS BARTLE: Is that it?

MR ALLERDING: Thank you. Yes, I think that will do.

MS BARTLE: Kent, did you have any points of clarification?

MR McDOWALL: No.

MS BARTLE: No? Good. Corinne?

CR MACRAE: Thanks, Megan. Look, just a question on the council's heritage schedule and the placement of is it 220 or 222?

MR McLEOD: 222 is the one that's recognised on the heritage schedule.

CR MACRAE: 222. Okay. Let's say it was owned by someone else, what protection is there if that person wanted to redevelop that site? Let's pretend the reservation isn't there, what protection does the council's scheme give that property in terms of its heritage?

MR ALLERDING: Well, it's not in the same sense on the heritage list and certainly not the state register but the scheme I think and I'll check with Amanda because she found the clause but I think it's clause 29 of the scheme talks about the council having due regard to buildings that are contained on their heritage schedule when they are making decisions on planning proposal. There is a reference both to the schedule, which this property is clearly within, and there is an obligation for the council to have regard to the heritage significance of the building when they are considering planning proposals.

MR McLEOD: I just mention also that those properties have been in my family company, or at least the 222 has been in my family since 1973. I have set up my family trust arrangements so that the properties are owned by a company trust. I have no intention of selling them, disposing of them, during my lifetime and encouraging those members of my family who will take over the trust to maintain them also; so I think there's a much greater assurance of those properties remaining in their present form than you will have with most other heritage properties, and we do have a close connection with heritage properties. We have a number of heritage, sentimental properties in various parts of the metropolitan area and outside the metropolitan area; so to the extent that you can get any assurance of the potential of the heritage integrity, I think there will be much greater assurance here than in most other cases you could think of round the Perth metropolitan area.

MS BARTLE: As a follow-on to that, and Denis you have mentioned that with the redevelopment or development of this site you have gone to lengths to ensure that the heritage buildings are retained and kept in good shape. Is there any interest, have you contemplated having them listed on the state heritage register?

MR McLEOD: I wouldn't have any objection to it if that was to be proposed. I haven't taken any initiative to it in that regard. I might say, they are not in quite as good a condition as they could be, but you see the tenancy in those buildings is terminating fairly shortly and the existing tenants will move into the new building at the rear, and that will give the opportunity for those places to be improved to a good standard that I think compliments their quality as heritage, probably as heritage interest.

MS BARTLE: Okay.

MR ALLERDING: Can I just - the clause for the record, if it's of interest, it's clause 78 that identifies the schedule of historic and other buildings and places, so it's clause 78(1) that requires the council to maintain the schedule of buildings and places, and it's clause 79(2) which says:

In determining an application that's referred in subclause (1), this clause the council shall have regard to any submissions made to the council in respect to the preservation of the building (indistinct) place involved in an application -

so there is a nexus between those two things.

MS BARTLE: But there are no guidelines or policies in terms of guiding development?

MR ALLERDING: No, not to my knowledge.

CR MACRAE: I have one other question. You mentioned that someone did some traffic work for you and that's the premise of your submission for realigning the reservation to the north. I'm just wondering how far that went. Obviously, you're focusing on these properties and moving it to the north, is that from where to where?

MR ALLERDING: We made sure that we tied it in.

CR MACRAE: Yes, that's what I'm wondering about.

MR ALLERDING: I think the original submission will show that, but I think we took it from Loch Street to Vacluse Street, so we have tied in with the reservation so that it would have no impact.

MS BARTLE: That helps. Thank you very much.

MR ALLERDING: Thank you. Thank you for your time.

MS BARTLE: That's all right. Thanks for coming in.

**MS AMANDA BUTTERWORTH (Allerding & Associates) &
MR JOHN KITCHEN (Harman Holdings Pty Ltd)
representing Harman Nominees Pty Ltd**

MS BARTLE: Amanda, welcome.

MS BUTTERWORTH: Thank you.

MS BARTLE: That's okay.

MS BUTTERWORTH: I shan't reiterate everything that you heard me say before, other than to ask you to just state your name for the record. I will let you have your time.

MS BUTTERWORTH: Thank you. My name is Amanda Butterworth from Allerding and Associates, and beside me I have John Kitchen on behalf of Harman Nominees Pty Ltd.

MR KITCHEN: Harman Holdings.

MS BUTTERWORTH: Harman Holdings, sorry. Sorry, I apologise, they have changed. If I could just get you to change the file. Thank you. Just primarily as a summary, we support the concept of reducing the Stirling Highway road reservation from what presently exists. However, we are seeking a change to the reserve width and the alignment of the road reserve as we have just mentioned in Steve's submission from Vauclose Avenue to Loch Street, Claremont. The purpose of that is to primarily retain the four-level building at 216 Stirling Highway.

This slide shows the building at 216 Stirling Highway and the proposed reserve identified over the subject lot. Whilst the building is affected, and you can see the roof line of the building, looking at the front, you can see some orange area which might just seem as paving but no, that is not the case. If I can just take you to the next slide, the area that is slightly elevated, which is shown orange on the previous slide, on the right-hand side - it is all an undercroft carparking area, but in the right-hand side there is a major electrical substation located at the front of that property and the reserve takes off basically slices the building, the four-level building. It also, as you can see from this slide, the access to the undercroft area and also the rear parking area is from Stirling Highway. Whilst there is a laneway to the rear, this building does not have that rear lane access. The laneway is in fact in private ownership and at the time of the approval they were not allowed to have that rear lane access, other than for 11 parking bays located up at the laneway level, and the undercroft parking area extends out to the rear of the property at a different level to the laneway.

If I can get you to put on the next slide. This slide here just simply shows the undercroft area, and you can see here in the bottom left-hand corner of the square, that is actually the electrical substation that is located entirely within the road reserve, as well as the parking bays, and the undercroft area, that red line, shows the road reserve. There is then height

difficulties, and actually if that road reserve was taken you can't get access to that undercroft area nor the total of 80 bays located in the undercroft and the rear parking area as well.

If I can take you to the next slide please. So this slide here shows primarily a similar slide to what was showing in Steve Allarding's presentation of the relationship with 216 Stirling Highway and the adjacent buildings on 220 to 222 Stirling Highway. As you can see, all of the development is to the front of the road reserve that will be affected by this proposed road reserve.

In the approval of the development at 216 Stirling Highway, the land owner worked in close consultation with Main Roads and in fact designed the building alignment in consultation with Main Roads, and they provided the plan for the Stirling Highway road reserve, and that building was built to that exact alignment. There are comments and submissions from Main Roads contained in our written submission which does demonstrate that Main Roads were satisfied with the alignment of that building.

If I can take you to the next slide. What we propose in our submission, as you have heard in the previous hearing, is that we are looking to relocate the road reserve between Vacluse Avenue and Loch Street to an alignment that is further north, to delete the bike lanes and that's what we are suggesting in our oral submission. It was identified in our written submission but specific plans were not prepared, and also a reduction of the verge. In the MRS amendment report that was released it was identified that in certain circumstances reserve widths could be reduced down to 4.1 metres, and that's what this plan has been prepared upon.

That slide that I have got there, that image is on the opposite side of Stirling Highway and shows the white building with the Dragon City Chinese building and also the khaki-coloured shop front, two shop fronts, that would be affected by this alignment that we are proposing. However, as identified by Mr Allarding, those shops would be affected by the road reserve. In any event, there is a change to how much of those buildings are affected. Comparatively those buildings are single-storey and the other buildings are two-storey whereas we've got at 216 a four-level building. If I can take you to the next slide, please? Thank you.

As Steve Allarding has identified, we consider that deletion of the bike lanes in this locality wouldn't significantly adversely affect the provision of cycling areas due to the cycle freeway along the railway reserve and the availability of other streets such as Princess Street and other connections that can provide access to both Perth and UWA and QEII. If I can take you to the next slide? Thank you.

Mr Allarding also showed this slide. The reason for taking the extent from Vacluse through to Loch Street was to enable the progression of the modification to the road reserve and that was done in accordance with Uloth and Associates. That slide there simply shows the road reserve being moved entirely 8.2 metres to the north. If I can take you to the next slide now?

Mr Allarding has also shown this slide, so I won't run over it again other than to say that if we were to move the reservation to the north by 8.2 metres and then take the bike lanes out, the

impact is that six properties on the southern side would no longer have impact and there would only be a very small impact on a number of those other properties that have been identified there with the pink highlight versus the purple highlight. If I can just take you to the next slide?

This slide actually identifies the building alignments. The only additional impact would be one red square on this slide that Mr Allerding showed with the impact of the road reserve extending into awning of that building. Beyond that, the other buildings are already (indistinct). Next slide, please? This just simply shows - the buildings with the red arrows identify where there is an increase in the impact on the building.

If we start at the top slide and look through those buildings between Reserve Street and Walter Street, they are all single-storey buildings. None of them are on the heritage list or schedule. Those buildings, the shopfronts, would already be lost as a result of the road widening as proposed as advertised. So it's just taking a further portion of those shops as against a complete new impact. The awning impact is identified. That's the only property where there is in fact an impact on the building but it's not the building itself. It's the awning that's located in our proposed road reserve. The middle slide shows the two buildings where there is an increase in the impact on those buildings and in the bottom slide it identifies that the area up to Brown Street there is no additional impact on those buildings.

Next slide, please. In conclusion we consider that the alignment of the road reserve needs to give due consideration to the buildings that exist, both in terms of heritage and the size and scale of those buildings that do exist and front on to that road reserve. The alignment as proposed will require the demolition of the substantial four-level building at 216 Stirling Highway and will also have an adverse impact on the heritage listed building at 222 Stirling Highway, as Mr Allerding has explained in his submission.

The northern side of Stirling Highway doesn't contain any heritage buildings or four-level buildings or buildings of significant scale, such as the property at 216 Stirling Highway. Deletion of the bike lanes and reduction of the verge width will reduce the road reservation by almost four metres, therefore reducing any potential impact on those adjoining properties. We submit that the proposed amendment should proceed based upon an alternative alignment as described in this presentation as this week's to minimise any impact on those existing buildings.

MS BARTLE: Thank you (indistinct)

MR ALLERDING: No, I think you've said it all. Hasn't she?

MS BUTTERWORTH: Sorry to go through the same thing but I just think - - -

MS BARTLE: No, that's okay. It's important to see the context of each one.

MS BUTTERWORTH: Yes.

MS BARTLE: Corinne, did you want anything?

CR MACRAE: I was just very interested in the advice from Main Roads in 1989, that there was a proviso to their consideration of the plans being acceptable.

MS BUTTERWORTH: Yes.

CR MACRAE: In that they'd be assuming that BSD Consultants proposals for the Stirling Highway policy plan proceed to implementation.

MS BUTTERWORTH: Yes.

CR MACRAE: It was on that basis that they said that the plans were acceptable which is a pretty strange kind of - - -

MS BARTLE: Get out of jail clause.

CR MACRAE: Yes, very strange; very strange but they're obviously trying to cover themselves as clearly the development was almost completely within the existing reservation.

MS BUTTERWORTH: Yes, as many developments are, completely within - - -

CR MACRAE: It always puzzled me as to how it actually got approved.

MS BUTTERWORTH: There are so many that have been approved within that - - -

CR MACRAE: But it's quite subject land.

MS BUTTERWORTH: It is a substantial building and there was - I have gone through the history of this property. There were many meetings with the landowner, the architect, with Main Roads, with council and the plan was varied as a result of those meetings and as a result of Main Roads' advice, of council advice and it was done in consultation with all the parties. There was also the issue of not being able to have that rear access as well, so there were lots of competing interests with this property, and as I said, it was designed at that time with all parties agreeing that this was acceptable on the proviso that that's the alignment that was likely to (indistinct) at that time.

MS BARTLE: At that time, yes. Kent, did you have anything?

MR McDOWALL: No, I don't think I really want to comment on that.

MS BUTTERWORTH: Would you like me to comment on - - -

MR McDOWALL: What was being suggested, yes. If we shift the problem from one side of the road to the other, I'm not sure what your position on that would be.

MS BARTLE: Yes, and that other - we'll discuss that later.

MR ALLERDING: Is it okay if I just - - -

MS BARTLE: Yes, Mr Allerding?

MR ALLERDING: If I may?

MS BARTLE: Yes.

MR ALLERDING: Just to be clear, I don't think for either Hermanus Holdings or for Dion Nominees or Stirling Chambers can be reliant on - if there was a concern about the bike lanes, we're not reliant on getting rid of the bike lanes. The consequence between the two is that there are three additional properties affected if you keep the bike lanes.

MS BARTLE: Yes, I understood that.

MR ALLERDING: Versus one.

MS BARTLE: One.

MR ALLERDING: If you take the bike lanes out. I just wanted to - - -

MS BARTLE: Thank you for that clarification. Okay. We have a lot of hearings to get through yet, so the process from hereon is to finish them all, we'll do our recommendations and we'll write to the WA Planning Commission. Thank you very much for your time.

MS BUTTERWORTH: Thank you.

MR ALLERDING: Thank you very much.

MR JAMES CHEAH KIT SENG
representing the landowners (Lot 505 (No. 301) Stirling Hwy, Claremont)

MS BARTLE: I'll start with the introductions and just welcome you to the hearings for this Metropolitan Region Scheme Amendment.

MR SENG: Thank you.

MS BARTLE: Which is for the rationalisation of Stirling Highway road reserve.

MR SENG: Yes.

MS BARTLE: The panel members are Kent McDowall, I'm Megan Bartle and this is Corinne McRae. We have to enter support from John O'Hurley from the Department of Planning. I believe you have been given quite a lot of information about this.

MR SENG: Yes.

MS BARTLE: But just to reiterate, we are the panel that has been convened as the ears of the WA Planning Commission. We make recommendations to the Commission.

MR SENG: Yes.

MS BARTLE: We are here to hear your submission and for you to expand upon what you have already provided to us. The hearings are recorded and the recommendations and the transcripts do become a public record.

MR SENG: Okay.

MS BARTLE: You will be, what, 15 minutes for your presentation?

MR SENG: Yes.

MS BARTLE: We will give you a warning at about 10 minutes to let you know. If I could just get you to state your name for the record and I will let you go.

MR SENG: Great, okay. Good afternoon, ladies and gentlemen. My name is James Cheah. I'm representing the owners at 301 Stirling Highway down in Claremont, one of the owners in the property as well. The property itself is a retail property. There are four fairly large tenancies involved in that site. If I just go to the next page.

This is a portion of DRG 1.7 through to 7. Just to show the property affected, it's lot number 505, right in the middle. The blue ones are the existing boundary and the red ones are the proposal. It's made a cut right in the property and they intend, I believe just from the drawing, to extend that slip road into Stirling Highway to ease the traffic movement.

If I swap to the next page, that's the property at 301 Stirling Highway. What you don't see here or is hard to see is Mary Street which is the street on the east, on the right, it's actually a dead end so no cars can access that property from that street there. The two streets - Leura Avenue with the two trees on the left, there's actually a slip road that connects the top level carparking to the lower level carparking there and that's hidden by those trees over there.

MS BARTLE: Is that trafficable for cars?

MR SENG: Yes, it is trafficable for cars.

MS BARTLE: Okay.

MR SENG: So the intent is cars now, if they're visiting the tenancy, depending on which direction they're travelling from and which tenancy they would like to visit they actually - if they're coming from the city, cut into Leura Avenue, they go to the top. Now, if they wish to visit a business on the bottom they would take that slip road, park their car at the bottom; once they're done they would exit to Mary Street which connects into Stirling Highway.

MS BARTLE: I see.

MR SENG: From Mary Street you can either cut right out to Stirling or you can go to the next property down which is the petrol kiosk there and use that as a slip road into Stirling Highway. If you're coming from Fremantle on Stirling Highway you would take the same route and you have the option of using Mary Street, cutting in through the property or going in from the top. What they are proposing, which is the next slide, that's where it's cutting off, essentially cutting off that slip road which allows the traffic between to and from the upper level carparking and the lower level carparking.

Just based on the proposal, we think we may lose up to four or five carparking bays; one or two at the bottom and possibly three at the top, right near the corner over there, depending on what slopes and grades have to be done to help that middle easement at the top. The site already suffers from a lack of carparking, there are only 28 bays and servicing about 2200 square metres of retail space. So it's tight as it is; really, to get rid of another four is a large percentage of the carparking bays that will go.

The fact is by taking that slip road out now, cars can only enter through Mary Street or Leura Avenue. It makes it a less desirable place to go. If I'm going to visit sort of a tenancy in the lower level, I can no longer use the slip road at the top. If I'm coming from Stirling Highway I slip into Leura Avenue, I then have to back out against traffic through that blind spot there, get the car onto Leura Avenue, make my way down Stirling and come back in again. If I'm visiting a tenancy in the top and there's no carparking bays at the top, I then have to come down to Stirling Highway, along Mary Street, get in there and find my way up there somehow. So we're not sure what the design intent is. There may be a pedestrian walkway there, at this stage we're not sure but I then have to walk from the car bay to the top.

Now, assuming this goes ahead and the cars are allowed to park all along Stirling Highway, they'll be adjusted of course in terms of the angle they would go in, where they would come from Mary Street and they'll all be facing the traffic light, that car at the very end or the few (indistinct) at the very end now have to reverse about 15 to 20-odd metres to the slip road at the back before they can get out. Doing that they will have to manoeuvre past pedestrians that are coming in and out from the shops, any vehicles that are coming in and out and new vehicles entering the site.

Overall, if you just hit the next slide, really there will be a reduction in bays, decreased access to tenancies by clients, an overall decrease in parking amenity and disruption to the current flow of carparking: the businesses in the end are going to suffer. We've already had - I'd just like to read out an abstract from our submission in the event it wasn't read or wasn't seen.

September 2011, negotiations began on securing a national retailer for the whole of the site. That premise was going to be secured for a net rent of \$310 a square metre plus VO, plus 3 per cent annual increases, with the potential tenant paying for relocation costs and refurbishment of the whole premise, a three month rent free period, and this at the time was a 24 per cent increase from the current rental in one of the worst retail environments around. Negotiations were finalised in March and April 2012 when the proposed amendments were received. The offer was quickly withdrawn and fell apart once the disclosure was made about the proposed reserve that was about to come in. There was no certainty there; they didn't want to commit that amount of resources to actually get inside and try to work with the council in securing a site.

We've had a current tenant or one of the four current tenants now coming back to us and saying we may not renew the option because we're not sure what's going on, the site already has got very limited carparking bays and my clients can't park on site. So overall, this is why the current owners, myself included, cannot support the proposed amendments and don't believe that on a micro level the benefits, even though on a macro level may have been considered, it will have a deleterious effect on the current property as it is.

MS BARTLE: Okay.

MR SENG: The next slide. If there are any questions I'd be happy to help answer them now just to clarify any - - -

MS BARTLE: Certainly. Thank you.

CR MACRAE: Just how many bays did you say you would lose potentially?

MR SENG: We think we would lose potentially five bays.

MS BARTLE: Anything else? Kent, did you have anything?

MR McDOWALL: You said Mary Street was a dead end.

MR SENG: Yes.

MR McDOWALL: Which end is cut off?

MR SENG: So just at the end, right at the top of the borderline of that property.

MS BARTLE: Where the trees are.

MR SENG: Where the trees are, that's actually a dead end so cars cannot - that's right, you got it; spot on, right there. So pedestrians can make their way to and fro - - -

MS BARTLE: No, he wasn't looking. Sorry.

MR SENG: Sorry.

MR McDOWALL: Just there?

MR SENG: Just there, yeah. It's a dead end street.

MR McDOWALL: So it's a dead-ended street there.

MR SENG: Yeah. So from this picture - - -

MS BARTLE: So that's just a driveway.

MR SENG: Yeah. It looks as though it's going all the way through but really it's a dead end.

MR McDOWALL: (indistinct)

MR SENG: Yeah, so the cars don't actually - - -

MR McDOWALL: It would have originally gone through.

MS BARTLE: Yes. Any other questions?

MR McDOWALL: So there's no potential then in that piece of Mary Street for any car bays.

MS BARTLE: No, there is some on site already.

MR SENG: Not on our property. There are some on site, but not on Mary Street itself.

MR McDOWALL: No, no. That's what I'm saying: is there any potential there, given you've lost your slip road, for some bays on Mary Street given that the residential section of Mary Street has been cut off from the commercial section?

MR SENG: Yeah.

MR McDOWALL: To develop that, to try and help make that work better.

CR MACRAE: Yes.

MR McDOWALL: I agree it doesn't align your top and your bottom one up, but surely there might be some potential there to alleviate some of that problem.

MR SENG: Yeah. I imagine that would be a discussion we'd have to have with local council.

MR McDOWALL: Yes, sure.

MS BARTLE: Town planners.

MR SENG: Because it doesn't actually belong to us.

MS BARTLE: That's right.

MR McDOWALL: I'm sure it doesn't; but in terms of the longer term if this happens, a way of finding at least a better compromise than you've been offered.

MR SENG: Yes - - -

CR MACRAE: It might be a bargaining chip for you, because I think Kent is quite right actually, 90-degree parking on that street would actually give you quite a lot of bays. It's already closed off, so there's not a problem with traffic conflict.

MR SENG: Yeah. Assuming we can get local council to come aboard, and the neighbour to come aboard because he technically has the right to use that street as well.

MR McDOWALL: Well, I'm sure that that's true.

MS BARTLE: The BP.

MR SENG: The BP? I think it's a Shell station that's there, yeah.

MS BARTLE: Or Shell. Yeah, that's the petrol station. Yeah.

CR MACRAE: Yeah.

MR McDOWALL: Yeah, I just - - -

MR SENG: For sure.

MR McDOWALL: Because we can see the difficulty of Leura with more and more traffic - - -

MR SENG: Yeah.

MR McDOWALL: But I don't have a suggestion for the upper, except - and I can see the way you've configured it to help your users and it does work.

MR SENG: With the traffic flow, yeah.

MR McDOWALL: And I can see what your point about losing that is.

MR SENG: Yeah.

MS BARTLE: Okay. We appreciate your time.

MR SENG: Thank you.

MS BARTLE: We have a number of hearings we've got to get through.

MR SENG: Sure.

MS BARTLE: There's actually a number of days for these hearings. We'll make recommendations to the WA Planning Commission so there's still a bit of time to go before this is finalised.

MR SENG: Sure. Okay, and we'll hear from - - -

MS BARTLE: You will hear that won't they, John?

MR O'HURLEY: You'll get a letter, a response.

MR SENG: Great. Perfect.

MS BARTLE: All right, thank you very much.

MR SENG: Thank you for your time. Thank you.

MS BARTLE: Thank you.

MR IAN FLACK & FATHER PETER BOYLAND (Parish Priest)
representing the Anglican Parish of Christ Church

MS BARTLE: Hello.

FATHER BOYLAND: Good afternoon.

MS BARTLE: Good afternoon. Would you like to take a seat?

FATHER BOYLAND: Thank you very much. Hello, Corinne.

CR MACRAE: How do you do?

FATHER BOYLAND: Hello. I'm Father Peter. Pleased to meet you.

MR FLACK: Nice to meet you.

FATHER BOYLAND: Hello. Lovely to meet you.

MS BARTLE: Thank you for coming along and welcome to the hearings on the Metropolitan Region Scheme Amendment 1210/41 which is the rationalisation of the Stirling Highway road reserve. As you may have noticed and from correspondence you have got, the panel doing these hearings is myself, Megan Bartle, Kent McDowall and Corinne MacRae and we have technical support from John O'Hurley from the Department of Planning.

FATHER BOYLAND: Hello, John. I have met John.

MR O'HURLEY: We have met before.

MS BARTLE: I believe you have had bits of correspondence regarding these hearings, but just to reiterate we represent the WA Planning Commission at these hearings. We listen to your submissions and expansions upon the submissions you have already made and recommendations will be put to the WA Planning Commission from us in response to those. The hearings are recorded and the transcript, along with recommendations, will become a public record. We will give you 15 minutes for your presentation. John will give you an indication when 10 minutes have elapsed. I will just get you to state your names and the property you are representing for the record. I will hand it over to you.

MR FLACK: Before we start our 15 minutes, what is the time line for your reporting?

MS BARTLE: We have got a lot of hearings to get through. There are several days of hearings over the next month.

MR O'HURLEY: Two months.

MS BARTLE: Yes, over the next two months. Then we will convene as a committee and go through them all again and make our recommendations with the support of the Department of Planning. There is still quite a lot of work to be gone through. You will hear back from the department at the end of it all, but it is probably not likely to go to the Commission until - - -

MR O'HURLEY: We would say mid-2014, so April, May - that sort of thing.

MS BARTLE: So there is still quite a lot of time to go and a lot of work. Anyway, over to you.

FATHER BOYLAND: Thank you. I am Father Peter Boyland. I am the rector and parish priest of Christ Church Claremont Anglican parish on the corner of Queenslea Drive and Stirling Highway. As you read in your opening remarks, we made a submission. In fact the principal submission was made on behalf of us by the Perth Diocesan Trustees who are the owners of the property, by Brian Dixon who will also be represented later in the hearings. I think they are coming to you in a few days' time.

Ian Flack who is my rector's warden is going to make our principal comments but just to remind you of what was at the heart of our submission, firstly the unique history and heritage value of the property - its significance not only in Claremont but also in the city and beyond; problems associated with parking if the proposals as currently envisaged go ahead, with the removal of essential parking from the front of the church for funerals and weddings and other church events; environmental problems inside the church itself because of the proximity of traffic under the current proposals. That is in terms of noise, vibration and also penetration of fumes et cetera, and difficulties that would be posed to us if we were to try and take remedial action and we would therefore lose our natural cooling. Obviously it is a stated objective that we try and minimise, as the Premier would remind us, even if he has given in and put an air-conditioner in his own home which isn't that far away from us.

Then a very significant and very sensitive area is our memorial garden which is also adjacent to the highway. That is where the ashes are interred of many loved ones from across the city and beyond and of course their relatives go there for a time of peace and reflection to offer their prayers.

We had a number of things which we volunteered on specifics in relation to the submission, questioning, for example, the need for the bicycle lane and the need for bus lanes but I think Ian is going to address those in his comments, so I am happy to hand over to him now.

MS BARTLE: Thank you.

MR FLACK: Thanks. Just to put it in perspective, Christ Church Claremont is probably, in our opinion anyway, the most significant heritage building along the south side of Stirling Highway. I note in the 2012 report that there has to be due consideration taken of heritage matters. We would certainly urge you to think of Christ Church in that regard. It is we think the most significant heritage building along that stretch of road and it not only

serves the people who live in Claremont and surrounding suburbs; it has been known as really the major wedding church, certainly in the Anglican tradition, for Perth. I think it probably has more weddings than the cathedral.

FATHER BOYLAND: We have about twice the number. We have got by far the largest number of weddings of any Anglican Church.

MR FLACK: The people who use it and value it who could be adversely affected by the proposal come from that wide range. It is a heritage building but that has happened for well over a hundred years. It is still happening. We get probably 60 or 70 a year - - -

FATHER BOYLAND: About 70.

MR FLACK: - - - which is quite something in a situation where non-church weddings are becoming a predominant feature. It is really an icon in terms of usage and tradition. We are concerned that we are in this situation because the Town Planning Commission or whoever the authorities are have really allowed the land on the northern side of the highway to be developed more recently into high rise buildings. We can't work out how we are stuck with that. There has been this development on the other side, but be that as it may, they are there and I suspect nobody is going to ask them to be knocked down.

We do query the effectiveness of a bus lane. That is one of the reasons that the highway has moved closer, significantly closer, to the church. For those persons who know the area, and Father Peter lives two doors from it, buses are not the major cause or even a really significant cause of the traffic problems. There are traffic problems. We know there are. It is a terrible intersection but buses, we would put forward, are not a major cause of that. To put a bus lane in is not going to significantly reduce the problems but it's going to eliminate... cause problems to us and our parishioners and one of those is the proximity of the highway but the other, which is really going to be a disaster, is the elimination of the parking, the only parking that we have outside the front of the church.

As you would know, parking for church purposes is not only Sunday mornings. You know, there was a funeral there this morning. We have weddings during - there are various things, activities, during the week and to eliminate that parking with the left-hand turn lane from Stirling Highway into Queenslea Drive - well, as I said, it's going to be a disaster. I don't know - we have got an ageing population - how they're going to get access to parking. I don't know.

As I mentioned before, the other aspect is the heritage aspect and we would like to know what allowances are made, have been made or intend to be made for that heritage aspect of that valuable site. We also query the need for the bike lane. In the papers that we have seen, there certainly wasn't a compelling argument for a bike lane and I suggest that it could well be argued that it may be a safety factor rather than an assistance for cyclists.

If we look to - I'm going on the March 2012 report. The bike lane and the distances are on page 3, as you probably would be aware. It talked about that but - how are we going for time?

MS BARTLE: Yeah, okay.

MR O'HURLEY: You have got six, seven minutes left.

MR FLACK: When we look at the sustainability appraisal, which is on page 8 and 9, and looking at it through our eyes, the arguments there for environmental and social benefits - not so much economic because we're a non-economic entity, but certainly the social and environmental aspects we think - how can I put it - are rather weak and just motherhood statements and certainly we would submit that in terms of the church there are no benefits but disadvantages as a result of the proposed amendment.

I don't think I will waste your time going into them but certainly they're not compelling arguments. They make perceived benefits. "Safer pedestrian movements and cycling infrastructure may encourage healthier lifestyles." Well, that's a nice motherhood statement. We can certainly identify things that are actual disadvantages to us as opposed to what we perceive as rather motherhood statements and airy-fairy, warm and fuzzy, perceived advantages.

The social benefits that the church offers will be certainly reduced or could be reduced by the proposed amendment and the environmental costs to us, which Father Peter also mentioned, were in terms of the pollution is going to come closer to the parishioners. The noise is going to come closer. We will have to close the windows because of the noise and that will cause us problems with ventilation, which one could say, "Oh well, you can air-condition the place," but churches are big things and we don't have that sort of money.

The memorial garden which Father Peter mentioned is in our terms, in terms of many people, a sacred site. We have already been disadvantaged in that area by the Town Planning Commission's generosity in allowing the developers of 328 Stirling Highway to go higher. I think they started off at three storeys. They're probably five now. They started off at, I think, 30 or 40 units. They're over 50 now. That directly - - -

FATHER BOYLAND: 77 units.

MR FLACK: 77. That directly overlooks the memorial garden. Perhaps one suggestion that could be made in terms - if there was going to be any bus indentation for them to stop, it could be next to the land or part of the land that the developers of 328 Stirling Highway have ceded to get their higher height in the development and their significantly more units.

FATHER BOYLAND: As the priest and as someone who officiates and presides over the liturgy in the church, this is a very distinct and special use of a building and obviously liturgical use requires periods of silence for reflection and all of these things. The Stirling Highway, as we know, is a busy access route. The noise at present is already, I would say, at the maximum level to allow quiet use of the church building and the proposals as they stand - I mean, I really do not see how we could be expected to function liturgically with the traffic coming that close to the church.

John, when he very kindly came out and spoke to the parish council, we walked it out on the ground and it really was frightening - and I'm not exaggerating now - to think that, you know, heavy goods vehicles which use the Stirling Highway could be passing that close to the building. Obviously we're not structural engineers, work would need to be done in order to quantify all of that, but I can just say that it's commonsense from our present experience that it would really be intolerable if the proposals were to go ahead as they stand.

MR FLACK: How are we going for time, John?

MR O'HURLEY: You have still got two minutes.

MR FLACK: Two minutes.

MS BARTLE: Would you like to keep talking?

FATHER BOYLAND: We don't want to waste your time because we know you have got a busy day.

MS BARTLE: No, no, not at all.

FATHER BOYLAND: That's really what I wanted to say, was just in the point. Ian hinted earlier on or talked about I suppose frustrations that we have in the unique heritage nature of the site and the fact that the buildings on the northern side of the highway are really not of any sort of great significance. It would be very easy to carve that off had the development not proceeded on the corner of Stirling Road and the Stirling Highway. It really is commonsense, and John also explained to us that this is not a new idea. You know, the road reserve has been in place there for a very long time.

MS BARTLE: That's right.

FATHER BOYLAND: It is of - I'm not understating the case when I say that it is of extreme frustration to us that that development was allowed and therefore if your proposals for expansion are to go ahead, that it would mean seriously encroaching on the church environment.

MS BARTLE: Okay.

FATHER BOYLAND: I think, you know, that can't be overstated.

MR FLACK: We do understand - I mean, John explained to us that the current reserve goes miles and miles along - - -

MS BARTLE: It actually takes out the church.

MR FLACK: It takes out the church, which - - -

FATHER BOYLAND: We're not seriously thinking that's a possibility. I just lean in so I can say that.

MR FLACK: And half the hall, I think.

MS BARTLE: That's right.

MR FLACK: The argument that the current one is much more generous really, in practical terms, doesn't mean anything to us because we have still got the problems that we have specified to you.

MS BARTLE: Okay. Just for point of clarification, as John has clearly said to you and the parishioners, this is about rationalising the current reserve and so it's not about construction program or detailed design at this stage, so all we have is the amendment as put to us which is about where that alignment should perhaps be, so I guess the purpose of this is to hear from people like you as to what those concerns are and we will take that into consideration definitely in our considerations. Corinne, did you have any points of clarification?

CR MACRAE: Just a quick question. Could you point out to me where the parking takes place around the church? Is it totally only on Queenslea Drive or is it off Stirling - - -

FATHER BOYLAND: It's on Queenslea Drive. If you - - -

CR MACRAE: It's not Stirling - - -

MR FLACK: No.

FATHER BOYLAND: - - - see here, the kerb comes around and then there's an indentation here.

CR MACRAE: Yes.

FATHER BOYLAND: That indentation is the size of a car parked at right-angles to the kerb and the parking takes place all the way along outside the church which is here, the hall, the rectory where I live, and a house next door.

MS BARTLE: Where is the memorial, the gardens?

FATHER BOYLAND: The memorial garden is here at the east end of the church.

MS BARTLE: Okay. I see.

MR FLACK: Next to 328.

FATHER BOYLAND: Next to 328.

MS BARTLE: I was looking and thinking I couldn't see that.

FATHER BOYLAND: It's just there.

MS BARTLE: Right. We have walked - - -

CR MACRAE: Yeah.

MS BARTLE: We did walk the length of this and had a look as well, so we are familiar with it but I didn't recall - - -

CR MACRAE: The funerals, the hearse et cetera would park here obviously.

FATHER BOYLAND: They need to be directly outside. You can see the slightly lighter colour on the drawing is an indentation in the pavement where the coffin was wheeled up.

MS BARTLE: I see.

FATHER BOYLAND: As happened this morning, because health and safety regulations of course prevent you from lifting the coffins here.

CR MACRAE: Right.

FATHER BOYLAND: Which I can assure you will prevent no end of accidents. I was ordained in the Church of England and used to have to walk through snow-filled church yards and I fell on more than one occasion but thankfully never into the grave, and we're not expecting - - -

MS BARTLE: But didn't drop the coffin.

FATHER BOYLAND: We're not expecting snow. We talked about environmental changes but I don't think we're expecting snow in Perth. But that's where it is and also that's where the bridal car pulls up.

CR MACRAE: Okay.

FATHER BOYLAND: The dead don't make many complaints but brides are somewhat more particular.

MS BARTLE: They do tend to be a little more vocal.

CR MACRAE: They don't have to walk through snow, though, do they.

MS BARTLE: Kent, did you have any questions or clarifications?

MR McDOWALL: No, the memorial garden was where my question was and I hadn't seen it.

FATHER BOYLAND: Yes.

MS BARTLE: All right.

MR McDOWALL: And that's a substantial thing is it?

FATHER BOYLAND: Substantial in terms of the number of people's ashes that are interred there.

MR McDOWALL: Are there little plaques and things like that?

FATHER BOYLAND: Yes, we have a number of raised beds. It was remodelled recently in restoration work that was done in and around the church in 2008, so we put considerable investment into that area and in fact we're about to install memorial tablets so people can have a tablet - - -

MR FLACK: And paving - - -

FATHER BOYLAND: There's paving in the same area.

MR McDOWALL: So it will be in the paving.

FATHER BOYLAND: Yes. Yes - - -

MR McDOWALL: And so that has significant history going back? How far back?

FATHER BOYLAND: I'd have to come back to you and give you an exact date but, I mean, certainly, you know, for as long as I'm aware of in recent memory under recent rectors ashes have always been interred in that garden and in large numbers.

MR FLACK: I would have thought, and I don't know the exact answer either but I would have thought that that practice, I was aware of it in Anglican churches in the western suburbs in the 1970s so it would have been at least 40 years.

MR McDOWALL: Yeah, okay.

MS BARTLE: All right. Well, we appreciate your time very much and your submissions.

FATHER BOYLAND: Thank you.

MS BARTLE: As we said earlier, there's quite a long way to go for this process but we will get back to you in due course.

FATHER BOYLAND: Thank you very much.

MR McDOWALL: Yes, thank you.

CR MACRAE: Thank you.

MS BARTLE: Thank you.

MR PAUL KIDD
representing Ms Robyn Kidd and himself

MR O'HURLEY: Now we've got Paul Kidd.

MS BARTLE: Mr Kidd? Would you like to join us? I think you were here for the beginning of that one so I won't reiterate everything.

MR KIDD: I was here for the whole thing, yes.

MS BARTLE: Okay. So as I stated you've got 15 minutes to present to us. Your submission has been given to us prior to this, so that will allow further time for us to come back as well.

MR KIDD: Okay.

MS BARTLE: Thank you.

MR KIDD: (indistinct) was a bit dismissive about people on the north of Stirling Highway, which is where we are.

MS BARTLE: Okay.

MR KIDD: My property is 343 Stirling Highway which is immediately west of Times Square. We're on the boundary between the special retail area which is Times Square and then to the east is a special retail area where there are no issues of car parking and you can open a 200-person restaurant with no car parking. We've got a very small property, only 560 square metres, only 235 square metres of office or showroom space and we've only got three car bays at the moment and with the present scheme one and a half of those bays get wiped out.

We've got no other access. The building straddles the whole block, which is pretty narrow anyway. We can't get access - - -

MS BARTLE: To the rear.

MR KIDD: To the rear; unless we can agree with neighbours which at the moment we can't, we always used to but at the moment we can't get there. From the drawings that I saw the only reason for widening that part is there seems to be a sort of acceleration lane coming from Stirling Street, from the traffic lights at Stirling Street. I don't really understand the point of that as Stirling Street is controlled by traffic lights so is coming from a standing start, when the road is clear. Unless they're going to change it. I don't know.

That's another issue, that whole area is a huge bottleneck because of the Claremont Quarter, and nobody can get out on Stirling Highway from - there's normally about four or

five cars get across before the lights go red again, and there's massive traffic jams around there nearly all day, but that I suppose is because this metropolitan regional scheme is nothing to do with what Claremont decides to do, with their roads feeding in and out of Stirling Highway.

Our problem is, we've only got, as I said, three bays. We are finding it almost impossible to do anything there because the Claremont council keeps changing their rules about how many car bays we need. It can be huge, it can be sort of four per GP or whatever. We have had a couple of proposals knocked back, for a day spa. Over the years we've had - one GP wanting to start his practice, because he already had a practice next door, and that was knocked on the head because of car parking. That's for three bays, let alone if we had one bay.

This area is the most congested part of Stirling Highway through Claremont, and the only time it hasn't been congested has been today and there was a bad traffic accident and three policemen, or two policemen and one policewoman, were badly injured, and they closed it off for four hours, that whole area, but apart from that, it's so congested and there's so many right turns and so on; so my suggestion is why - and I'm sure I can't be the only one saying this, fiddle with Stirling Highway at all? Leave it as it is. For goodness sake, build a freeway along the railway reserve from Fremantle, from what's it called, Tydeman Street, I think it is.

MS BARTLE: Tydeman Road.

MR KIDD: Tydeman Road; specially, at that south end, there's a massive amount of clear land. I know it's probably rail land or whatever it is, but far less interference with properties. My suggestion is that you build a freeway right along there as far as Aberdare Road is, too hard to go down Aberdare Road and join onto Thomas Street, Wilberforce Avenue, because of environmental reasons, and you don't want to spend the money having a tunnel underneath, which would be the ideal way to do it, just stop it there. But at the moment, Stirling Highway, I haven't done a survey on it, but I imagine it probably has more unrestricted right-hand turns in both directions off it into all little side streets than any other major road in Perth. I mean, far more so than Albany Highway or Great Eastern Highway or any of the major arterial routes.

The problem is, it has got this mix of heavy through traffic and local traffic, and the local traffic is people going to businesses up and down the highway, most of which have no access, apart from onto the highway, they don't have a back access, a lot of them. There's a lot of schools in the area, some of it is residential. There's a lot of residential people and there's a lot of people coming to shop in Claremont or whatever. So you have got this mixture of people trying to get fast from Perth to Fremantle or vice versa, forever getting caught in the right-hand lane with people turning right into some tiny little road, which they've got to cross two lanes in the other direction to do, and the left-hand lane is often held up with buses, so the whole thing is just - we drive up and down it every day, so I'm sort of well aware of the situation, and to me it seems far worse than any of the other big roads. There's very few areas where there's a median strip in the middle, which would stop some of this right-hand turn and the congestion is - I mean, I just don't understand why it has to be so

congested as it is. I mean, why can't the light be synchronised going towards Perth through Claremont in the morning and the other way in the evenings? It's just totally arbitrary, and also sort of do a bit of study of how much time there should be on each road, because sometimes they're wrong. Obviously, Stirling Highway has the priority, but some of the side roads now, you just, you know, you spend so much time changing lights, and there's so many intersections along there where a cross intersection, those filters for turning right for all four roads, and often with three roads, a T-section, there's turning right in two directions, and all that slows everything down.

So forget about it, build a road, you know. I mean it just divides - Stirling Highway is just dividing - it's like a rail line, I mean, a big road or a highway divides the community on each side and also it's extremely dangerous at the moment. I mean, getting out of our property at 4 o'clock, trying to avoid school children running across the road, dicing the traffic, you know, is a huge issue as it is, and if you start making that road wider there, hopefully, intentionally, presumably, faster, you are going to have even more of a problem. I'm surprised it's not like businesses, really, where the schools don't sort of say, "Well, you must cross at controlled crossings, otherwise you're expelled." That's what happens to some businesses in Perth if you get caught jaywalking across the road. Anyway, that's a big safety issue in that whole area, so that whole idea of widening it, more traffic, and really, the amenities on both sides - I'm sure I'm not the only one of the 600 people coming to see you and saying this.

MS BARTLE: I guess all I can do is provide you some clarification or some points from our perspective, which is just that the design that has been provided at the moment is very preliminary. There is actually no program to undertake the works at this time from Main Roads. There's no budget for it, so it's not in future forward works; so this process is - looking at the reserve which is there at the moment, which is actually very, very wide, and saying, "Well, if it were to be constructed on this preliminary design, what that reserve be?"

MR KIDD: You'd want about half a - - -

MS BARTLE: I think we would take out your whole building.

MR KIDD: It goes three-quarters of the way through the building.

MS BARTLE: Yes, so I think that's the process that we're at at the moment. So if in the future this were to happen, and it would be longer term than shorter term, from my understanding, there would have to be a lot more design work done and, you know, I think Main Road will certainly be - there would be more consultation and things like that involved as well, but I do appreciate everything you're saying. We understand the safety issues.

MR KIDD: Yes. The other thing is, we're property owners. It puts you in a big quandary as far as the value of your property is concerned. I mean, our property, we are actually wanting to sell it; it's going on the market this week - next week to be exact, but I know the prices we can hope to get could be severely restricted by all this uncertainty, about the widening.

MS BARTLE: Yes. Again, all I can say is that the actual construction process is not even planned at this stage. It really is just trying to improve or understand and provide more certainty as to what is an appropriate reservation at this time.

MR KIDD: Yes. That original reservation, we bought this property 20 years ago, we were aware of it then - - -

MS BARTLE: Yes.

MR KIDD: - - - half of everybody's properties.

MS BARTLE: Yes. There's still a bit of that - - -

MR KIDD: Hopefully, people will still say the same, otherwise we will be left with a lemon that we can't do anything with, because on the one hand we have got all this uncertainty about widening, on the other hand we have got Claremont council being absolutely impossible to deal with. The number of things we have tried and we can't do, it seems.

MS BARTLE: Corinne?

CR MACRAE: In terms of complete redevelopment of the site or just the change of use?

MR KIDD: Redeveloping the whole site, that's a different thing, because if we could provide car parking underneath or whatever.

CR MACRAE: Right. Have you got access to the back of the building?

MR KIDD: No.

CR MACRAE: So all your parking is just off Stirling Highway?

MR KIDD: Yes. We have got a parking area at the back, which we used to go through, 345, but that - - -

CR MACRAE: Gone, there's no easement and - that would have been good, wouldn't it?

MR KIDD: - - - was just a gentleman's agreement, and what happened was when we were thinking about getting this GP to lease our building, the next door owner, he tried to get the GP to pay 35,000 to have access to our back, and he said "get lost" and the next minute we had a fence put up. We had a gentleman's agreement we could park in our area and they could park there too if they wanted to. It helped everybody, but then it stopped.

CR MACRAE: Yes.

MR KIDD: We also had access from the north too at one time, but in the end we had - while the original owners were there we had, not a right of way, but we had access, but that was extinguished when that property was sold 10 or 11 years ago; so we used to - we all - -

CR MACRAE: Permeable.

MR KIDD: The next one - I'm digressing - is in St Quentin's Avenue, directly north of us, it's 34 St Quentin's Ave, which is where they want to build a huge restaurant with no parking, and next to it , whatever it is, it must be 36 or something, St Quentin Avenue, there's all dead land at the back there, because of people having disputes, because there's no access to the back there, and so there's all this dead land - it's terrible, right in the middle here. We've all got a bit which we can't use because people can't - - -

CR MACRAE: Yes.

MR McDOWALL: It's actually a good reason for getting together really, if you could do it, isn't it?

CR MACRAE: These leftover legacies - - -

MR KIDD: It has got worse for some reason, I don't know why, but from our point of view we have the two things, the Stirling Highway widening and the car parking being reduced, when we are already in a virtually untenable situation with Claremont council

CR MACRAE: I understand that.

MR KIDD: Every time we see a planning man, they will say something different, depending on who they are. One (indistinct) a micro brewery once, and the first guy said it's a great idea, the next one said, "Absolutely no, that's manufacturing, not in Claremont." The next one said yes, and the next one said no; you just can't - - -

MS BARTLE: (indistinct) comment. Did you have any questions?

MR McDOWALL: No, I think there's a real difficulty.

MR KIDD: I think (indistinct) every side of the road, I mean, the precise - I mean Christ Church is a special thing, but I mean earlier on this - - -

MR McDOWALL: In terms of your own redevelopment, probably in the long term is probably the only answer, because even three bays, as you have just said, is inadequate, where one bay is nothing.

MS BARTLE: It comes down to local government authority and their use of discretion in parking. Thank you very much for your time.

MR KIDD: Thank you.

MS BARTLE: We will give it due consideration and we will get back to you in due course. This is going to be a long process to get through all of the - - -

MR KIDD: Okay, so I can say to the auctioneer next week, not next week, we are going on the market next week - that this is all a long-term thing and it is not going to happen overnight.

MS BARTLE: That's right. It is a seriously-entertained proposition, this realignment rationalisation - - -

MR KIDD: Are they thinking of doing anything else? I mean - - -

MS BARTLE: As far as Main Roads are concerned?

MR KIDD: Yes.

MS BARTLE: I'm not aware of them having any program.

MR KIDD: It's a mish-mash along the rail line of hardly-used roads on each side.

MS BARTLE: I see.

MR KIDD: I mean, it's all - and there's a huge amount of wasted space there. Have you guys looked at that bit as well, or only looked at Stirling Highway?

MS BARTLE: No, this process has only looked at Stirling Highway.

MR McDOWALL: We haven't been given that brief.

MR KIDD: No, okay.

MS BARTLE: Thank you very much.

Transcripts of hearings

Day Two

Tuesday 15th October 2013

Minutes of the Committee hearing submissions on Metropolitan Region Scheme Amendment 1210/41 - Rationalisation of Stirling Highway

DAY TWO - Tuesday, 15 October 2013, 140 William Street, Perth

The composition of the hearings committee was endorsed by the Chairman of the Western Australian Planning Commission on 13 August 2013, in accordance with the 27 October 2009 resolution of the Commission.

Chairperson	Ms Megan Bartle	Member of the Statutory Planning Committee
Members	Cr Corinne MacRae	Local Government
	Mr Kent McDowall	Independent, with Transport Expertise (<i>Apology</i>)
In attendance	Ms Marija Bubanic	Department of Planning
	Mr John O'Hurley	Department of Planning
	Mr Steven Radley	Department of Planning

The presiding officer acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed those present. Presentations to the Committee commenced at 10.01am.

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

The following people made presentations:

- 1) Mr Tony Douglass for submission number 55.
Mr Douglass represented on behalf of Empire City Superannuation Fund.
- 2) Mr Christopher Lyons for submission number 367.
Mr Lyons represented himself.
- 3) Ms Jennifer Rosenstein for submission number 127.
Ms Rosenstein represented herself.
- 4) Mr Julian Sher for submission number 39.
Mr Sher represented Jeta Pty Ltd.
- 5) Mr Andrew Bremner for submission number 467.
Mr Bremner represented the Owners of Brookwood, 396 Stirling Highway.
- 6) Mr Ben Doyle (Director Planning Solutions) for submission number 403.
Mr Doyle represented Amana Living.
- 7) Ms Sally Hasluck for submission number 186.
Ms Hasluck represented herself.
- 8) Mr John Rogers for submission number 5.
Mr Rogers represented himself.

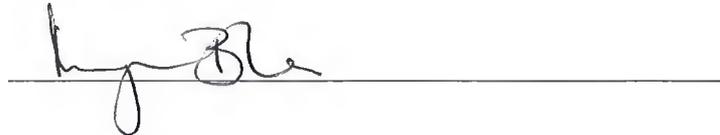
- 9) Mr Richard and Mr John Cranfield for submission number 391.
Mr R Cranfield and Mr J Cranfield represented themselves.
- 10) Mr Michael Balfe for submission number 440.
Mr Balfe represented himself.
- 11) Mr David Vinicombe (Executive Manager Planning & Development) & Mr Saba Kirupanather (Executive Manager Infrastructure) for submission number 203.
Messrs Vinicombe and Kirupanather represented the Town of Claremont.

The following people did not attend their appointment with the Hearings Committee:

- Mr Peter Howe for submission number 10, representing himself.

Ms Bartle declared the hearings closed at 3.45pm.

Chairperson:



Date:

12.12.13.

MR TONY DOUGLASS

representing on behalf of Empire City Superannuation Fund

MS BARTLE: We'll kick off if everybody is ready, so I would just like to welcome you. You will be our first submittant today to the public hearings related to the Metropolitan Regent Scheme Amendment 1210/41 on the rationalisation of Stirling Highway road reserve. I'd like to acknowledge the traditional owners of the land on which we're meeting, the Noongar people, and introduce you to the panel today.

We have Corinne MacRae, I'm Megan Bartle and our third panel member is actually recovering from emergency surgery, so he's an absentee today and we have technical support from John O'Hurley from the Department of Planning. I believe you have been given quite a bit of material on today and what goes on but just to refresh you, the panel represent the WA Planning Commission and we're here to hear your submission, and make sure that we're quite clear on what your issues are before we make any recommendations in relation to this amendment to the Commission.

The hearings are being recorded and the transcript, along with recommendations, will become public record. You've got 15 minutes for your presentation and we'll give you just a quick 10 minute wave, if you like. I'll get you, if you wouldn't mind, just to state your name at the beginning of your presentation. Over to you.

MR DOUGLASS: Thank you very much. My name is Tony Douglass. I am the current operator of the Claremont Carwash, 233 Stirling Highway. It's been described by the dentist, who lives in Claremont, as the busiest business in Claremont.

MS BARTLE: That's saying something.

MR DOUGLASS: Yes, certainly in summer time it is. First page, if we can turn the next page, please. The land is owned by our self managed superannuation fund, which is my wife and I. It's listed a carwash, I've set up a company for that - Claremont Carwash Pty Ltd, family business. We actually started our business and re-equipped the carwash in May 2010. I actually bought the land in October 2002. Land dimensions: Frontage is 22.75 metres, the depth of 38.2 metres, giving us about 850 square metres.

The land was valued by the bank and we have a mortgage over it with a super fund of about 1.675 million, as the bank conceived the valuation four years ago. It's being revalued as we speak now, as well. I've reviewed this document here. I couldn't get my head around it for a while. One of the key things when the penny finally dropped reading it was there is no objective stated in this document. What is the purpose of the Stirling Highway rationalisation? What is the problem? There's general reference there to some congestion, it doesn't say where. There's no objective and therefore I think that is something that needs to be addressed in the document.

I have assumed reading the document that a driver here is traffic congestion along Stirling Highway. It doesn't actually state that as a general main driver in the document and having driven up and down Stirling Highway at all hours of the day and night for the last three and a half years, the only traffic congestion that exists on Stirling Highway of any significance is through central Claremont during the peak hour, and that is primarily people going to the schools and the general rush hour into the city.

What you've stated to me is a land resumption on the land of 10.4 metres on the east boundary, 10.6 metres on the west boundary. The land resumption appears to go to the edge of the building structure. You don't say why when you sent me your letter, why you want to go to that depth. I'm assuming you're wanting to just pay for that land value only, no compensation for the structure or the loss of business. If you look at our site, we have a very compact site for a carwash, extremely compact, and as I've said in my previous letter to the Planning Commission, this resumption will basically destroy the business. It's gone and I'll show you that in the photographs we have coming up.

So business needs have not been considered in the amount of land you wish to take. I will refer back to that as well because you've given some dimensions that you want to achieve in the modifications for Stirling Highway. I've tried to be flexible here as well. I'm left, after your land resumption, with a land depth of around about 27 metres, a little bit over.

I've looked at putting another retail show room on there at the back. By the time you have your 15 metre parking setback off the footpath I'm left with a show room that's about 250, 260 square metres. It's going to cost me to redevelop that, probably \$700,000. The best I could hope for, for rent on that showroom, may be \$50,000 a year if I can rent it and if you drive up and down Stirling Highway now, you will see a lot of retail show rooms for lease.

It's not in the best position to be a retail showroom so effectively what's left is uneconomic, as far as I'm concerned. If you're going to resume the land, I wish that you would resume the whole of the land with compensation, with adequate compensation for the land, buildings and the business.

Planning amendments: What I could glean from your document is the central median strip you wish to increase to between two and five and a half metres wide is currently 1.3 metres wide. You want two 3.5 metres wide traffic lanes in both directions. Currently - and I've measured this outside my business - the traffic lanes are 3.3 metres wide. You want an extra 200 millimetres on the traffic lane width. You want 1.5 metres cycle ways in each direction and you want to increase the width of the footpath or the verge to 5.1 metres - it's currently 3.1 metres - and you want dedicated bus lanes singularised into sections.

The only justification I could see for those dimensions is compliance with current highway design codes and I'll come back to that later on in the presentation. So if we could go to the next slide, please. This is a photograph of me standing on the western boundary, looking east and the land resumption - you see that concrete plinth in the foreground there painted grey? That is the line through which the land resumption will go. It's just in front of the bays for the carwash and on the next photograph - if we could have that, please - that is a satellite

shot - I've magnified it - of my carwash and you can see the line through there. 10.4 metres on the east boundary, 10.6 on the west and you can see you can't even park your car in front of the carwash bays. So it's gone. The business will be gone.

You can't queue there. In summer time the traffic is queued up to the highway. My biggest complaint is people see the queue and they drive past, so ideally I'd like another 400 to 800 square metres of land so I can get more customers through. But you can see there that it's quite obvious that land use will no longer be suitable for a car wash. It wouldn't be economic at all.

The next page, please, if I may. Design discussion modification: I'd like to state at this point in time that I'm an engineer by training. I graduated in 1980, structural engineer. I worked as an engineer for 32 years before setting this business up. I worked both sides of Australia, the UK, Africa and Russia before coming back to Australia, and the main reason I came back to Australia was I needed to be back with the family, and I needed to set up this business. I'll get onto that later on in the presentation, in what this means to us.

The modifications that have been outlined in this document - the central median strip widening - I see that as beneficial generally up and down the highway. If you can have a slip lane to turn onto it, that's great. That's really good. You only need two metres, you don't need 5.1 metres. Two metres is fine. Traffic lane widening; you will have no congestion benefit whatsoever from traffic lane widening by 200 millimetres. That would cost you a lot of money and you'll get no increase in traffic flow.

This page here is mainly concerned with what I can see as the main driver for modifications, which is congestion. 1.5 metres cycle ways both directions. I love cycling. I used to cycle to work here in the city for years and years. What you will find is these cycle ways on the side of a four lane highway will generally not be used because people would feel uncomfortable. I'm cycling now from my house, south of the river, along upper freeway, along Stirling Highway to the carwash and then back through Fremantle. I cycle that three to four times a week to keep fit.

You need - for a cycle way - a separate path, like beside the freeway. You must have a physical barrier from the traffic. Even now when I cycle down Curtin Avenue, which has got a cycle way on it, people just come right in, in front of me. People will not generally use the cycle way on the side of a highway. You need to think away from that.

MR O'HURLEY: Five minutes left. Sorry.

MR DOUGLASS: Verge with the 5.1 metres that you're stating you want in here - I went and saw the town planners at Claremont Council. They told me the justification is al fresco dining beside the highway. That's why I said, "Are you serious?" The current footpath traffic is minimal. I could fire a shotgun up and down that footpath at any hour of the day and night, and not hit anyone. Why on earth do you want another two metres wide? No-one is going to sit out there at a table beside four lanes of traffic and eat something. People feel uncomfortable enough just walking there.

Designated bus lanes and signals: No general congestion benefit for the cars. The buses will probably be a little bit quicker for it. None of the above will ease the congestion emanating from the main cause of congestion with Stirling Highway, which is the Stirling Highway/Queenslea Drive intersection. Next page, please. Enhance traffic flow - right, effects proposed widening. The net effect from these modifications will be you will have enhanced traffic flow through the central right hand turn lanes and a general reduction in driver stress because traffic can get out of the road and you'll have two lanes flowing freely.

Traffic congestion will remain at the Stirling Road/Queenslea Drive, to Leura Avenue section through central Claremont. It will remain. It will be exactly the same as it is now. As I said, our business will be destroyed with significant emotional toll. I went to west Africa for five years when I first bought that land to pay for it. I dodged malaria, dodged kidnapping, ended up with microscopic worms all through my blood - which we got rid of - and since we've started that business, before we earned \$1 I had to pump \$550,000 to re-equip all the equipment. I bought it from Germany, Karcher Equipment, before we earned \$1.

The day we opened, in late May 2010, for the day I grossed \$400. We also wiped out the right hand driver's side mirror on a BMW X5 which cost me \$2,481. So on my first day opening I was down the hole a further \$2,081. We've sweated blood to get this business up and running, and we just had our head above water when, 18 months ago, this turned up and as soon as I saw it - we're gone. The cost to the State of WA of these amendments will be billions. Not millions, billions. Next slide, please.

Challenges: I'm challenging the committee here. Separate cycle paths are the only long term benefit. They're the only long term solution for cyclists. Cast your mind back to last year, the death of that young guy, Mr Anderson, on Curtin Avenue. He was in a cycle lane beside Curtin Avenue. He had his full fluoro gear on, he had lights on his bike and everything. Wiped out by a drunk driver. Careless. They don't work.

Widening of the verge, I'm putting to you, will be of absolutely no benefit whatsoever. You don't have the traffic now - the foot traffic. Introduction of right hand turn lanes only requires 350 millimetres each side of the current 1.3 metre wide median strip. Why are you proposing to take an average of 10 and a half metres off my land? And even if I add three metres for the median strip or three and a half metres to the median strip to go to five metres, another two metres for the footpath - that's only five and a half metres. Another 400 millimetres for the increase in traffic lanes - it's only six metres. So if you do everything on my side of the highway from the centre line, you only need six metres to what's been described in here, yet you're asking to take 10 and a half metres. That doesn't make sense. There's no rationalisation for it.

Existing lane widths are adequate. Why change? You don't change just for change sake. Have you also considered if there is a congestion problem - and again I say it's not defined in this document - what about Gugerri Avenue? You've got a large railway reservation there which is open to use and you only have to affect 12 properties to go past Stirling Road and link up with Curtin Avenue. That's only 12 properties, let alone the hundreds you've got up and down Stirling Highway.

The objectives have not been defined. Unless you define your objectives here and what you actually want to achieve, you're really - you're just floundering and this document appears to me very much to be "well, we've got this reservation, it's 80 metres, it was defined in 1963". Perth was a different place back in 1963. "We'll reduce and we've still got all this land. What will we do? We can do that, we can implement the current highway design code. You only really do that in greenfields developments. You don't do that in (indistinct) and then unless you define your objectives you can't then work out what is the cheapest way of achieving your objectives, and that's what I'm saying in the next sentence here.

Has value engineering or optimisation been carried out? How do you get the biggest bang for your buck? This appears to be a nice to have all the way up and down Stirling Highway because you can, because you can do it. You have the power to take the land and we can do it. There's no defined economic benefit for the people of Western Australia, no defined social benefit for the people of Western Australia. The benefits are not defined. Unless you can define the benefits you can't then define the objectives and what you want to achieve. Unless you know where you want to go you're just floundering around and that's what's happened here.

This document says, "yeah, well we can just do all this all up and down the highway." Really, there's no defined benefit for the people of Western Australia and it's going to cost the state billions, it's going to be quite ruinous for myself and my wife. Again, on the subject of congestion - I don't know if you guys have seen this?

MS BARTLE: Yes, we saw it in your submission.

MR DOUGLASS: Yes, it's pretty damning for the Main Roads Department, quite frankly. Intelligent traffic control: The trials achieve a 40 per cent increase in traffic flow. It's almost like another lane all the way up and down the Stirling Highway, each way. That's the initial trial. When this system is perfected you will see there's a potential increase in the traffic flow above the 40 per cent they've got. That should be number one on the list of people working on Stirling Highway.

Every design code change does not justify rebuilding all infrastructure. Because the highway design code has changed, doesn't mean you have to implement it up and down Stirling Highway. On the Sydney Harbour Bridge, the lane widths from memory at 2.8 metres. You're not going to demolish the Sydney Harbour Bridge just to make the lanes 3.5 metres and rebuild the whole thing. We're experiencing global warming here on this planet. The current design wind speed of Perth is 42 metres a second. With the global warming, we're going to get more intense storms. The design wind speed of Perth is going to go up.

When it goes up to 43 or 44 metres a second are you going to demolish all the buildings here in Perth, the whole city, and rebuild it because we've changed the design code? No, you live with it. That's what I'm proposing that you should do here. You live with it. The consequences of demolishing buildings and destroying businesses all up and down Stirling Highway are basically not worth it and you can do it a lot better within the existing physical road corridor if you apply your mind to it. Next slide, please. Yes, we've seen that.

MR O'HURLEY: That's your 15 minutes.

MS BARTLE: This is a summary, I think, so - - -

MR DOUGLASS: Very quickly, I'm talking as fast as I can. Right, as I say here the objectives for rationalising the reservation are not defined. What do you want to achieve out of it? No statement of benefits for the people of Western Australia. What you've said in the document will not solve the only area of congestion - the real area of congestion - at peak hour, which is the Stirling Street/Queenslea Drive intersection at the Stirling Highway. Proposed scheme will destroy business and cost WA buildings, and current peak hour congestion will remain so you've achieved nothing and spent a lot of money.

Alternative technology and cost effective fit for purpose solutions have not been considered. Not even mentioned. Intelligent traffic lights, only two metre wide slip lanes for turning right and as I said before, if you're thinking out of the box, Gugerri Avenue, driving up and down that - to me, it's an opportunity that really needs to be seriously considered, if you're really serious about enhancing traffic flow. But the best thing is the intelligent traffic light control. Thank you very much.

MS BARTLE: Thank you. Corinne, did you have anything - - -

CR MACRAE Yes, thank you, Tony. I was just looking at the aerial photo of your business and hypothetically if you could, would you be able to move your actual constructed bit back against the back fence? I'm not quite sure - it looks like a car park there.

MR DOUGLASS: Right - - -

CR MACRAE Is there an issue? I mean, is that something that's feasible?

MR DOUGLASS: That's not my land. What you've got - that's this shot here, okay you can see the wall here?

CR MACRAE Yes.

MR DOUGLASS: You can see that's the rear boundary of our property just there, yes.

CR MACRAE Yes.

MR DOUGLASS: What you've got, you've got just enough as you come out of these automatic bays - where we actually wash the customer's cars - you've got just enough space to turn and then drive out. You've got just enough space along the back there for the vacuums. These are where people go and vacuum their cars.

CR MACRAE Okay.

MS BARTLE: Okay.

MR DOUGLASS: Okay, after they get washed because it's self serve vacuums. So we have three vacuums along the back and that's it, and you've got just enough to turn out there. The only way I could have the car wash here is to go back further. This land is owned by the block of flats here which is owned by Len Buckeridge. It's one of the 35 blocks of flats that he owns here in Perth.

Just to let you know what goes into this carwash - underneath the land, you see the structures on top are all connected to pits underneath the land. I have service conduits coming from my plant room here on the south west corner of the property running through to this main building here. We have all electricity, all the high pressure water going through, all the soap being pumped through, all the wax, things like that.

So we've got significant infrastructure underneath the ground which is all concrete covered. Basically you'd have to rip it all up and rebuild from scratch to do it properly. And as I said to you, even just to re-equip the equipment - because the previous tenant who operated the business moved out - cost me \$550,000. Since then I've invested a further \$80,000 in more gear and next month I'm putting another \$35,000 worth of solar panels to power the business. So just the equipment cost to me alone is \$660,000 in the property, let alone the property value and the infrastructure as well.

CR MACRAE Thanks.

MS BARTLE: Thank you. I don't have any questions as such, I just wanted to clarify for you that this is an amendment to the Metropolitan Region Scheme, so it's the lines on a map, if you like. There is no actual budget, forward budget, with Main Roads for the construction of this at this stage, so the basis of it - for the rationalisation - was applying the current standards. If it were to be constructed, it would be a whole new process that they would have to go through, and to have a look at all those different things that I think that you've mentioned.

MR DOUGLASS: But I've been (indistinct) for 20 years, unless you define that problem and then define the solution properly, think it through, you're going to waste a lot of money, it just would not achieve anything (indistinct)

MS BARTLE: Yes, this project has got a long, long way to go before we get there but, anyway - - -

MR DOUGLASS: Make it 20 years, please.

MS BARTLE: We appreciate your time and thank you very much for your submission, and the handout that we've got. It helps us a lot.

MR DOUGLASS: Yes.

MS BARTLE: Thank you. I think I haven't explained this but obviously we have a number of days of hearings, we've had a lot of submissions and a lot of people wanting hearing on

this so we've got quite a bit of work to do before a recommendation goes to the WA Planning Commission but you will, in time, hear back as to what the outcomes are. Thank you very much.

MR DOUGLASS: Thank you.

MR CHRISTOPHER LYONS
representing himself

MS BARTLE: Christopher? Thanks.

MR LYONS: Thank you, morning.

MS BARTLE: Hello, Mr Lyons, how are you?

MR LYONS: How do you do? Sorry, I don't have a comprehensive presentation like that previous gentleman.

MS BARTLE: That is perfectly okay. we have your submission.

MR LYONS: Yes.

MS BARTLE: I'm Megan Bartle and this is Corinne MacRae, and John O'Hurley - you were here for my introduction so I won't go over it again.

MR LYONS: Yes, no that's fine.

MS BARTLE: Other than to reiterate that you have got 15 minutes and we're here to hear you.

MR LYONS: Yes, I don't think I'll use quite all of that time but thank you for your time anyway. So, my name is Christopher Lyons. My interest in this project is the business that I have at 26 Stirling Highway. I'm a hairdresser by trade, so it's a hairdressing business. I've been hairdressing in Perth for probably over 35 years. I bought this salon in 2008 and it's a fairly small salon. I'll just show you to that first photo while it's up there - that's taken from my salon looking out, outside.

So that's basically my big TV there, so that's given me since 2008 five years of a fairly comprehensive view of what happens on Stirling Highway. I spend between 40 to 60 hours a week in that shop and I can tell you pretty much what's going to happen - - -

MS BARTLE: Moment by moment, probably.

MR LYONS: Well, almost. If we just go to the next slide. I don't know what order I've put them in, we'll just have a quick look. That gives you an idea of the approximate distance from traffic, from my front door. I'm really here so that I can provide a little bit of input into this planning and I noticed that what you said to the previous gentleman, that this is just basically lines on map but unfortunately lines on map don't create any sort of stability in people's lives and it's a very worrying concern.

My business is certainly not the concern of the carwash, which is a few kilometres further up (indistinct). I'm a much smaller concern than that, but still it's very important to my life and to what it is that I provide. That will give you an idea of what I face on a daily basis so I think there's 4.4 metres from my front door and to the curb. The average width of the lane outside the front there - the lane width is 2.3 metres. I didn't measure the verge, it's much smaller than that. I watch little kids cross over from that road opposite desperately running across four lanes of road, across through to there.

So my concern is in the amendment - I don't know if we can get the PDF file up there of 1.7237. I think there was a bit there in your planning and that shows the cross section of what you want to do with what the gentleman was talking before. There should be a PDF file in there. Yes, just take a gamble. It's probably - I've got a hard copy of it here.

MS BARTLE: Sorry, what number is it?

MR LYONS: 1.7237.

MS BARTLE: The next one, Marija, I think.

MR LYONS: Yes, so there's that one and that one. So what I'm referring to at the moment is that diagram on the bottom left there that shows at the moment right opposite Clifton Street they've provided an opening into and by the harbour. That doesn't exist at this point in time so I don't know why they would want to create a right turn from that point. Also what's fairly unclear is at the corner of Hampton Road and Stirling Highway there seems to be four lanes going one way and only two lanes coming up the other way, and if you look on the far left hand side of drawing - if you just flip it over - there's the cross-section, which is what the gentleman was talking about with this width of the road.

What concerned me when I saw his presentation is - there's a photograph from looking west of the building - now, I noticed on that particular building I'm building 135 down in there, which is a building of I think local heritage listing or significant character. Now, that line that goes through there is pretty much like what the previous gentleman's had as far as how much room they would require, which means my business would no longer be there. So I lease that space. Now, the person who owns that space would be compensated so then my question to you is what happens to me? What happens to the five to six years that I've invested to this point of my time in growing the business and my significant capital input to buying it in the first place.

This is what I mean. Lines on a map is one thing but people's lives and livelihoods is another. I mean, I'm sure that you people are well aware of small business, of what the contribution is to the Australian economy and to do this, and to create this impost in our lives that we've got to come and present this case, it's quite heartbreaking, to be actually totally honest with you. I'm sure that if this was your house and somebody planning had just put a line through the lounge room, you'd be like, "Well," - yes, well, okay.

That's my first concern. The second concern there is the bike path. The only people who use the bike path there are going to the university and they tend to ride on the footpath and on the left hand side of the road. So, against the traffic. I've almost watched three problems crossing Bruce Street where people are on their bikes coming down that hill, going across Bruce Street almost cleaning up people who are coming out of Bruce Street. My colleague who I work with happened to - just further down there's a place called Rocket Fuel, which is a drive through coffee place. A student rode straight into her car coming out. Driving on the footpath, no helmet, on that side.

Bike lanes on highways don't work. If we look around the world, they don't work. If you look what happened on the freeway, it's segregated from the freeway, that's fine, but if you have a dedicated bus lane and a bike path what's a bike going to do when the bus stops? The bike's just going to pull over into the oncoming traffic or he's going to go up on the pavement but he's not going to use it. I would suggest that the bike path needs to go down - if it goes to Fremantle it needs to go down the railway line where there's plenty of room or it needs to go down the river.

I think a bike path there - the problem there that I see - the traffic, I could tell you, that two times a day is between 8.00 and 10.00, and between probably 3.30 and 5.00, and it has to do with the timing of the lights at Broadway is very - I don't know who times them but it's very bad and secondly there are no bus bays. If you got the buses off those two lanes, the traffic would flow. But what happens now is that the bus stops, it does its job, people bank up behind it or they get impatient, they pull over to the right hand lane and that's what creates the problems.

So on that map there, there are four bus stops. There's one probably a block up from where I am on the left hand side, across from that there's another one there. About where I am, where the photograph's taken from, there's a bus bay there and there's one behind us. So there's four stops in that little area there. There is no allocation for bus space. Interesting, I caught the bus in here today and on Thomas Road, on the back of King's Park - which is a three lane street - there are bus bays. You have no traffic congestion on Thomas Road behind the freeway. Where it happens is when it goes past King's Park Road. That's where the problem, where it goes down to the two lanes.

I don't know if the buses go up through there but I don't think that helps anyway. So I really think that this - so much of widening this highway - I don't think that's the issue here, to make it lines on a map. I think the issue's here to get the traffic flowing properly because you don't have an area where you can just build completely from scratch, from brand new. Last week there was a chap who I think had one too many drinks at the Captain Stirling Hotel and was walking back with his mates, and he tripped, and fell onto the highway, and got run over. So that highway is small enough as it is.

I mean, we want to widen it to - I don't know, you want to make it, what, five metres on the pavements or something, and it's 4.4 now at my space. It narrows up a little bit further but I think there needs to be a real consideration as to what is going to happen with this. So just out of interest, can I just ask the panel has anybody been in small business?

MS BARTLE: No, I haven't been in small business.

MR LYONS: No? So even though - it's fairly hard for me then to try and get you to understand what happens when it's your own commitment into the business.

MS BARTLE: No, it's not hard.

MR LYONS: Isn't it? Okay, good.

MS BARTLE: I think we're close. I've certainly got a wide circle of contacts and friends, and family, and things - I certainly do - that have had small businesses.

CR MACRAE I'm a local government councillor. Have been for 20 years, so - - -

MR LYONS: Okay, so you have.

CR MACRAE I do a lot of dealings with (indistinct)

MR LYONS: With the business, okay.

CR MACRAE Always trying to help.

MR LYONS: All right. Can we just go to - there's the - give you a small idea of - I mean, it's a very small concern, you know, but the only reason that I bought that shop is there's parking behind, because there is a little bit of walk past traffic, and I will make mention now to this, there is a restaurant. It just made Mr (indistinct) top one of his dishes, apparently it's top 20. There's never a table and chair in the front of that business.

MR O'HURLEY: Five minutes.

MR LYONS: And they won't put a table and chair there because as our previous gentleman said, to sit on Stirling Highway and enjoy a meal - it's just not going to happen. So they have an area at the back of al fresco where people can dine in comfort. I have parking out the back because if I was to buy that business purely just on walk-past trade, that's not going to happen. As I said, it's people to and from the university, and that's probably about it. There is a little bit of local business, down to the shops for lunch and stuff like that, but that's about it.

Then probably just in closing, the last slide that I have there should be one little scanned one right at the end. You might need to go back to the main file. I don't know what it's scanned up as, like, a JPEG file. It was just interesting when I first took over the shop I was doing some renovations out the back and I came across an old factories and shops certificate. I don't know if you remember those. So that little salon there has - - -

MR O'HURLEY: Which number is it?

MR LYONS: I don't know what number it is, it was the - - -

MR O'HURLEY: I've just gone through and these are the only ones you have.

MR LYONS: Yes, no it should be a scan so it might - okay, never mind. No, it hasn't gone through. Hasn't come through, sorry. So it was interesting to note that this business has been a hairdressing salon since 1970, which I thought was the last interesting piece of information from me. So I'd be very concerned if you knocked the building over.

MS BARTLE: Understandably.

MR LYONS: Simply for the sake of rationalise some diagrammatic forms and as I said, hopefully the input that I've provided here is what the problem in that particular area that's very pertinent to myself is bus space, and no bike paths because I don't think they're - really, I would watch maybe two or three bikes pass by my window today.

CR MACRAE And they'd all be students, you think?

MR LYONS: Mostly students. I don't think people going to work would come down that way. They'd come down the river and then they'd take the bike path along the Mounts Bay Road. On a Saturday you'll find the pack of lycra will sometimes ride past there on their way to or from King's Park, taking up the whole lane, but that's on a Saturday when it's much quieter.

MS BARTLE: Okay, so you don't see that in business - in a - - -

MR LYONS: Business hours.

MS BARTLE: - - - quiet, like, early hours. You don't see the lycra brigade using Stirling Highway?

MR LYONS: No, there's no bikes using - at peak hour - there's no bikes using it and if they are, they're on the footpath.

MS BARTLE: Okay, thank you.

MR LYONS: Because they know that if they're on that road there's no space. Like I said, the lane there is 2.3 metres. So thank you very much for your time.

MS BARTLE: That's okay, thank you.

CR MACRAE Thanks for that.

MS BARTLE: Just a point of clarification, I wasn't intending to be flippant about lines on a map other than - - -

MR LYONS: No, I appreciate that.

MS BARTLE: - - - to say that the actual implementation is another process and this is really about looking at what that reservation is at the moment, and saying, "Well, is it too big or is it appropriate?" The bottom line is that it's not appropriate.

MR LYONS: I agree. I read through that, that there's an average that they say between Jarrad Road and Broadway of X amount that's not being used, and then my suggestion is use some of it to make bus space. Would be even greater.

MS BARTLE: All right, well thank you very much for your time.

MR LYONS: Thank you very much for hearing me. Cheers.

MS BARTLE: Thank you.

MS JENNIFER ROSENSTEIN
representing herself

MS BARTLE: Hello.

MS ROSENSTEIN: Hi.

MS BARTLE: How are you?

MS ROSENSTEIN: Good, I was just saying I've much rather got the dumber submission out of all of them.

MS BARTLE: No, please don't feel that way.

MS ROSENSTEIN: Okay.

MS BARTLE: All submissions are accepted happily and none of them are dumb. So, welcome.

MS ROSENSTEIN: Thanks.

MS BARTLE: As you're aware, these are the public hearings - well, yours is a private hearing - for Metropolitan Region Scheme amendment 1210/41 on the rationalisation of Stirling Highway Road Reserve. The panel members today are myself, Megan Bartle, and Corinne MacRae, who's a local government representative. We have technical support from John O'Hurley. Our third panel member is recovering from emergency surgery, unfortunately.

MS ROSENSTEIN: That's all right, three of you will do.

MS BARTLE: Yes, that's right.

MS ROSENSTEIN: And John, believe me, I had to get a ticket (indistinct) after I got the blue folder.

MS BARTLE: Did you? Yes, I've had a few comments like that.

MS ROSENSTEIN: But, you know - - -

MS BARTLE: I think you've been given a fair bit of information. We represent the WA Planning Commission in these hearings so we're here to - we've gone through your submission, we'll re-read it afterwards and we're here to make sure that we are fully aware from you as to what your issues are. So that's what the purpose of the hearings are.

MS ROSENSTEIN: Well, I had my bits. I've lost them. Have you got a handout there?

MS BARTLE: As much as this is a - you've chosen a private hearing so no-one else is listening in - - -

MS ROSENSTEIN: Because you don't want to look like an idiot in front of everybody.

MS BARTLE: No, that's right, but just to let you know that the transcripts are being - this will be recorded.

MS ROSENSTEIN: That's fine.

MS BARTLE: And the transcript will be public record.

MS ROSENSTEIN: Right.

MS BARTLE: So over to you. If you could state your name?

MS ROSENSTEIN: On my chair just outside there I had all the pieces of paper. Thanks, Marija.

MS BARTLE: I'll get you to state your name and we'll give you 15 minutes.

MS ROSENSTEIN: Jennifer Rosenstein.

MS BARTLE: Thank you.

MS ROSENSTEIN: 15 minutes - I won't need that long.

MS BARTLE: You never know. You might get really into it.

MS ROSENSTEIN: Okay. So, as I gather you've got me on 2A Cliff Road, there?

MS BARTLE: Yes.

MS ROSENSTEIN: Thank you very much. Under the 1963 scheme, my whole home was going to be resumed which I was fine with. Now from my reading of the document it appears that three quarters of the house next door, which I assume would be the whole house, will be resumed and my front yard will be truncated.

MS BARTLE: It would appear that way.

MS ROSENSTEIN: Yes, now it was a little unclear to me as to how big this truncation was, but it would entail moving all the services for three properties because the electricity to three homes and the telephone to three homes runs on that wall. What did I put here? Yes, would be much happier if you bought the whole thing.

MS BARTLE: Yes, that's understandable.

MS ROSENSTEIN: Because I don't want to live on the highway and because of the Hungry Jack's and Club Bayview, and the Claremont Hotel, you know, we get a fair bit of foot traffic late at night, and that will only increase because the amenities in Claremont are being increased to attract more people. So I'm concerned about the security, concerned about the noise, concerned about the dog being close to the highway.

Right now I would put up with four police cars a week pulling off the highway directly in front of my house and that's only going to get worse because we've got MLC traffic that comes up and down. This proposed amendment at Claremont council at Cliff Way become a one way traffic street which would bring even more traffic coming down Cliff Way and if you shorten it any more it's going to be - which I haven't put in here because we didn't have that when I wrote you this - the street's going to be shorter, it's not very wide so therefore there's going to be, you know, much more congestion in the street anyway, if that goes through. Hopefully it won't.

It's already a hazard coming in and out of my driveway and the people on the corner who are tenants and most probably haven't put in a submission, and the owner, Bill Larret, who's quite old and a bit nutty, he most probably hasn't either because he's quite happy with this whole house being resumed, I suppose, and so it would cost me, I suppose, quite a lot of money to put up a wall and security gate, and re-landscape the front yard, and my property would most likely drop by about \$300,000. Unhappy.

And we've got all that land on the top of the railway line and we've got all that vacant land after Wellington Street between the beach where you could join it all up, you know, instead of that stupid Curtin Avenue project which got, you know, blocked down at Tydeman Road and couldn't come across. I mean, the railway line can come down, come across that thing and go onto a Stirling Highway road, and then to - you know? And that would be my thoughts for today, Megan.

MS BARTLE: Thank you very much. Corinne, did you have any bits of clarification or concerns?

MS ROSENSTEIN: And we hate change. It's a natural human thing but, you know?

CR MACRAE You're in the middle here of the three unit - - -

MS ROSENSTEIN: Well, yes.

CR MACRAE - - - development. Is that right?

MS ROSENSTEIN: Yes and no. It was a four unit development and then they green titled them, so they're actually green title properties.

CR MACRAE That was my question, yes.

MS ROSENSTEIN: So.

CR MACRAE Okay, that was just lovely.

MS BARTLE: Yes.

CR MACRAE How big is your actual site?

MS BARTLE: It's only 312 square metres now, so if you have a bit more it's going to be less. I think they're all 312, so - - -

MS BARTLE: We've got quite a long way to go with this process and as I said, we're having the hearings on behalf of the WA Planning Commission. A list of recommendations will go to them and there will be a recommendation on each submission. It's going to take a number of - this is day 2 of a number of days so we've got quite a way to go and then John's got to write up the submissions and things to the WAPC but in time you will hear back.

MS ROSENSTEIN: Right. I'm not in a hurry.

MS BARTLE: A list of the outcomes - no, okay. Just to let you know that you won't be getting anything next week, but we appreciate your time and it's worth coming in, and giving us the information, and making sure that we've got it clear as to what the concerns are. So thank you very much.

MS ROSENSTEIN: Okay, thank you.

MS BARTLE: Thanks.

CR MACRAE Thanks.

MS ROSENSTEIN: All right. You have a long day ahead of you.

CR MACRAE Yes.

MS BARTLE: A few.

MS ROSENSTEIN: Bye.

MS BARTLE: Bye.

MR JULIAN SHER
representing Jeta Pty Ltd

MS BARTLE: Thanks for coming along.

MR SHER: It's a pleasure.

MS BARTLE: These are the public hearings, as you're aware, for the Metropolitan Region Scheme amendment 1210/41 on the rationalisation of Stirling Highway Road Reserve. I'm Megan Bartle, I'm the Chair, and this is Corinne MacRae. We're the panel members today. Our third panel member is recovering from emergency surgery, so he's an absentee, and we have technical support from John O'Hurley from the Department.

MR SHER: Thank you.

MS BARTLE: So we're here representing the WA Planning Commission as the ears and eyes of the Commission. We've read your submission. We will re-read it. We just want to hear from you and make sure that we are clear on what the issues are on your behalf.

MR SHER: Thank you for giving me an opportunity to say a few words this morning. I won't waste a lot of your time. It's probably fairly obviously. I can't remember exactly what I said in my written submission. I've been travelling and I just haven't - - -

MS BARTLE: That's good, because it's just in what your words what your concerns are (indistinct) - - -

MR SHER: Really, it amounts to this, that we - I think in 2004 we invested in an investment property in Claremont which is a unit in a block of flats at that address, 392 Stirling Highway, and one of the attractions - even although it was a ground floor flat on Stirling Highway - was that it had this - thank you very much, I appreciate that - it had a nicely landscaped outlook, garden and it has a very old I think peppermint tree. It might be some other kind of tree.

MS BARTLE: Yes, there's a peppermint tree.

MR SHER: So very shortly put, the concern is that if the road is widened we're going to lose the amenity of that space between the units and the road. It will become smaller. It might possibly mean the destruction of some of the vegetation in the proximity of the flats, which would make it less attractive and therefore diminish its attraction or its value as an investment property, attraction to tenants and the like.

Now, some may say you can be compensated for that, but that's like the booby prize. I mean, I'd rather not be bothered by issues like compensation. We just want - we've invested in it, we've made that decision, it's been a good investment for us and we're quite content the way it is, and in any event when you get into issues of compensation, it's one person's compensation is another person's insufficient compensation. It's all a matter of interpretation

and that's another long route that one has to go down, and there's a lot of uncertainty attaching to that.

So my concern, really, is whether planners, the developers, the state are taking interests of persons - well, particularly our interests into account - but persons like ourselves into account and I would urge them to take that into account in whatever they decide to do with the Stirling Highway. That, as much, is it. It's going to affect the value of the investment that - we don't live there.

MS BARTLE: No, there's someone staying there.

MR SHER: But we have tenants. We have tenants there and no doubt it will affect other people as well.

MS BARTLE: Yes, I think a lot of people are in the same boat.

MR SHER: Yes.

MS BARTLE: Yes, thank you. Corinne, do you have anything?

CR MACRAE Thanks, Megan. Mr Sher, just to clarify something, the trees are all planted on the property of the block of units but none of them are actually on the verge or on reserve land, or anything like that? They're all within the property?

MR SHER: Yes. My wife and I went out there one day and when this was first brought to our attention - this potential development was brought to our attention - we just paced out what we thought would be the intrusion or the affect of the widening, and I'm not arguing the point. I don't know on whose property the vegetation is, I'm just saying that it seemed to us that there would be an intrusion and the space between the road, if it were developed in the way proposed, but in the way suggested, would mean that the traffic would be brought much closer to the flat.

With the, you know, common nuisance noise, et cetera, traffic noise and it might also mean the removal of some of the vegetation. Now, I don't know the exact details and I'm not - - -

MS BARTLE: No, that's okay.

MR SHER: Your knowledge is probably much better than mine in that respect.

CR MACRAE Thank you.

MS BARTLE: That's great. Well, thank you very much for coming in and, you know, it's important that we do hear these perspectives from everyone that's concerned. We have a long way to go, we've got a number of days of hearings spread over a number of weeks then a report will go to WA Planning Commission. You will get a response from us in time as to what the recommendations were. You've chosen a private hearing today but just to let you

know that the transcript of this and the recommendations do become public, so yes, just to make sure that you're aware of that, although it's a private hearing.

MR SHER: Yes, no I realise that.

MS BARTLE: Yes, so we will get back to you in time but I appreciate you coming in today, Mr Sher. Thank you very much.

MR SHER: Thank you very much for the opportunity and thanks for listening to me. I appreciate it.

MS BARTLE: Thank you.

CR MACRAE Thank you.

MR SHER: Thank you.

MR ANDREW BREMNER
representing the Owners of Brookwood, 396 Stirling Highway

MS BARTLE: I'm Megan Bartle, I'm the Chair, and this is Corinne MacRae.

MR BREMNER: Hello, Corinne.

MS BARTLE: Our third panel member is recovering from emergency surgery.

MR BREMNER: No.

MS BARTLE: He's in apology today.

MR BREMNER: I hope he's okay.

MS BARTLE: We have technical support from John O'Hurley from the Department of Planning.

MR BREMNER: Hi, John.

MS BARTLE: As you're probably aware - I think you've been given a fair bit of correspondence.

MR BREMNER: Yes.

MS BARTLE: We're the eyes and ears of the WA Planning Commission for the hearings, so we've got a copy of your submission, we've read that, we will probably read them again. We just want to make sure from you that we're hearing what your concerns are so we can make informed recommendations. The hearings are being recorded, so there will be the recommendations and a transcript will become public record for these hearings.

MR BREMNER: Okay.

MS BARTLE: You have 15 minutes to make a presentation and that will allow us some time for then perhaps any clarifications or questions to be answered at the end of it.

MR BREMNER: Sure.

MS BARTLE: So if you wouldn't mind just stating your name for the record. Now it's over to you.

MR BREMNER: Yes, okay, thanks very much.

MS BARTLE: Thank you.

MR BREMNER: My name is Andrew Bremner. Thank you for the opportunity to meet and present this submission. This submission is made on behalf of the owners of Brookwood, which is 396 Stirling Highway, Claremont. The subject property comprises two bedroom apartments. I do have a copy of my submission here.

MS BARTLE: We've got a copy here as well, thank you.

MR BREMNER: Yes, great. While the concept of the proposed rationalisation may improve the vehicular and pedestrian flows along Stirling Highway, the owners don't believe that the best possible solution or other options perhaps have been considered, and that may just because it's not been communicated that other options have been explored.

In its current format, the proposed amendment will significantly alter the amenity of Brookwood as no doubt it will a number of other properties. It will result in the demolition of a number of garages and a portion of an apartment block that comprises six residential units. So basically half of an apartment - or half of two apartments - will be demolished and they adjoin another four apartments. So I guess we're concerned; (a) about the compensation for the loss of property; (b) the impact that would have on the remaining structure and the visual aspects around the buildings, and the property, and also the vehicular egress and access to the site.

At the moment the access to the site is on a corner, or just south of a corner and it is quite dangerous, so there's an opportunity there to actually improve that or reduce that egress access and just have it from Wilson Street. But without really knowing the impact on the structure and the remaining units, we just find it very difficult to support and also there are a number of people wanting to sell their units, and they're concerned about the impact that this will have on the sale price. That really concludes the submission.

MS BARTLE: Just to provide you with some information, the issue of compensation is an issue that comes about when the actual implementation of constructing anything like this or if the modifications were to be implemented. At this point that's not planned. This is the process - it's day 1 of a number of processes, I suppose - that looks at what is the current reservation, is it appropriate and, if not, what should it perhaps be? So that's what we're looking at. At the moment it's very, very wide.

MR BREMNER: Yes.

MS BARTLE: What Main Roads has done is to look at what are the current standards for a highway and if you implemented that, what would the road reserve be?

MR BREMNER: Right.

MS BARTLE: So that's how they've arrived at this line. If they were to then - and it's not on any budget forecast to actually do any implementation of this, it is really just for the reservation at this point in time. If they were to look at budgeting and forward planning for this, they would then have to go through a whole design process and there would be, again,

more communication and consultation with the owners and - yes, then if there is impact then compensation would be discussed. But it's not something that we can get into at this time.

MR BREMNER: Yes, sure.

MS BARTLE: Because we don't know the actual design would - yes, they'd have to look at a lot more of the detail of what's existing when they'd do that design.

MR BREMNER: Right.

MS BARTLE: So that doesn't really give you any consolation or comfort, probably, but at this stage that's all that we are - given the mandate to look at.

MR BREMNER: So in terms of timing - and you indicated it was kind of in its very infancy at this stage.

MS BARTLE: Yes.

MR BREMNER: If it were to go ahead, what - - -

MS BARTLE: Time frames?

MR BREMNER: Do you know what the time frame would be?

MS BARTLE: Not really.

MR O'HURLEY: 20 years is sort of the general time that's given.

MR BREMNER: Yes.

MS BARTLE: If it were to go ahead.

MR BREMNER: If it were to go ahead. And when would that be known? Sorry, in terms of the process - so once you've collected your data and other feedback, that goes back to the Minister and then - - -

MS BARTLE: Our information goes to the WA Planning Commission and then they make a decision which is then put to Minister and to Cabinet.

MR BREMNER: Yes, okay.

MS BARTLE: Or Parliament, yes. So, that actually is all put there. That is purely for the reservation width, so that is what is then shown on the Metropolitan Region Scheme as a reserve for Stirling Highway, for any future works probably from here on because I can't imagine they'd want to go through this again in a long time.

MR BREMNER: Yes, right. So stage 1 is altering the reserve?

MS BARTLE: Yes.

MR BREMNER: Then stage 2 would be the next phase, if it was - - -

CR MACRAE The implementation.

MS BARTLE: Yes, the implementation if it were to happen.

MR BREMNER: Yes.

MS BARTLE: This is really saying we've got a very big reserve that's not really functional at the moment and is not being - it's not helping anybody in the development or processing along Stirling Highway, so then it's old, it's out of date, what should it perhaps be?

MR BREMNER: Yes, okay. Well I certainly support the reduction of the reserve. For sure, yes.

MS BARTLE: That's where this is at. So there's a very long way to go but as I said, it doesn't really provide you with any certainty other than to say that there is no planning at this stage within Main Roads or Treasury for works on Stirling Highway to implement this.

MR BREMNER: Yes, it's a huge budget item, yes.

MS BARTLE: Enormous, yes.

MR BREMNER: It's enormous, yes.

MS BARTLE: That's right. Corinne, did you have any - - -

CR MACRAE Mr Bremner, could you show me on the plans where those garages are? Are they under (indistinct) garages, underneath the block?

MR BREMNER: That - yes, they are. So this building here - - -

CR MACRAE Yes, that's the one that's affected.

MR BREMNER: Yes, that's a garage. There's garages behind this tree and there's about near the reserve - takes those balconies off. There we go, yes.

CR MACRAE Yes, that's the outline of the balconies there.

MR BREMNER: Yes.

CR MACRAE And the garages sit - - -

MR BREMNER: The garages are just here.

CR MACRAE So they sort of poke out into that?

MR BREMNER: Yes.

MS BARTLE: You can kind of just see some vehicles there.

CR MACRAE Yes.

MS BARTLE: Yes, just behind in there.

MR BREMNER: There's a few trees around there.

MS BARTLE: You've got some beautiful trees - - -

MR BREMNER: Yes, it's really nice.

MS BARTLE: We walked along here and it was just one of the highlights, actually.

CR MACRAE You've done some landscaping there?

MR BREMNER: Yes, we put quite a bit - and what we've done, knowing that it could be a while we've planted some trees along the boundary and if that needs to be moved then so be it, but just in terms of beautification and things.

CR MACRAE It looks lovely.

MS BARTLE: Absolutely.

MR BREMNER: So, all right.

MS BARTLE: Thank you very much for coming in.

MR BREMNER: Thank you for your time.

MS BARTLE: We've got a long way to go on hearings as well. We've got a number of days over a number of weeks and then recommendations we'll put up to the WAPC, so in time you will hear back on what the recommendations were.

MR BREMNER: Yes, no I appreciate it. It's a long term planning process.

MS BARTLE: Yes, it's a big process.

MR BREMNER: But thank you very much for your time.

MS BARTLE: Appreciate you coming in.

MR BREMNER: Much appreciated. Cheers.

MS BARTLE: Thank you.

MR BREMNER: Thanks a lot. Bye.

MS BARTLE: Bye, thanks.

MR BEN DOYLE (Director Planning Solutions)
representing Amana Living

MS BARTLE: Welcome - - -

MR DOYLE: Thank you.

MS BARTLE: - - - to this, the second day of public hearings in relation to this MRS amendment, which is 1210/41 on the rationalisation of the Stirling Highway Road Reserve. You're very familiar with what it's all about. As you know, I'm Megan Bartle, I'm the Chair, and Corinne MacRae is the other panel member. Our third panel member is recovering from emergency surgery so he's an apology today and John O'Hurley - he's Department of Planning and technical support.

You'd be aware from the literature giving to you and I'm sure you're aware anyway that we represent the WA Planning Commission at these hearings as the ears of the Commission. So we have a copy of your submission and we will re-read them but the purpose of the hearings is to listen to you and make sure that we've got all the facts correct, and understand what your position is. So these are public hearings and they are recorded, and the transcript along with recommendations will become public record, and we'll give you 15 minutes for your presentation if that's okay.

MR DOYLE: No problem at all.

MS BARTLE: That should allow us enough time to then perhaps seek clarification or anything at the end of that.

MR DOYLE: No worries at all.

MS BARTLE: So I'll get you to state your name, please, and it's over to you.

MR DOYLE: Certainly. For the record, Ben Doyle from Planning Solutions, 296 Fitzgerald Street, Perth. Thank you for the opportunity to present. We act for Amana Living which was formerly Anglican Church Homes, which owns and operates the site at lot 412 Airlie Street in Claremont, which is on the intersection of Airlie and Stirling Highway. That's a photograph of the site there, the tower you can see.

The site has traditionally been used, or previously been used, as an aged person's care and retirement facility. Previously it had 41 bed low care facility and 90 residential units, retirement units. It now has no residents in there. They have been progressively emptied out. I don't want to sound too crass, but through natural attrition and the site is now vacant. It still accommodates some administrative purposes. That's only been for a few months that the last of the residents were moved out.

We have before the Town of Claremont at the moment a rezoning proposal for the zoned portion of the site. It's currently subject to a very specific clause in the town planning scheme which essentially limits it to only aged care and associated facilities, and only within the existing buildings. So it actually - the Town of Claremont scheme referred to a particular building licence and the buildings that are there, so to put a carport or a toilet, or a retaining wall actually would have required a scheme amendment.

We have the site, as you can see, and those of you who are familiar with it will know that it has reached the end of its economic life. It needs either substantial refurbishment or redevelopment. So we have a rezoning proposal in with the Town of Claremont to rezone it to development zone which will then require a structure plan to be prepared. If we can just flick to the next slide, there's an aerial photograph. That shows you the extent of the site there. The development zone does include a restriction requiring it to continue to be used for aged persons accommodation, so the expectation is that's ultimately what will fall out of a structure plan, which is yet to be prepared.

Coincidentally, I'm sitting tomorrow on a panel seeing the first of the architect's presentations on what may ultimately be done with this site. So I guess what we would say is the stars have aligned to a certain extent in that the WAPC is considering this MRS amendment. We, in the next few months, will be advancing with a structure plan, so there are opportunities to ensure that the two processes talk to each other and are aligned. If we can just flick to the next slide, please. Thank you.

That's the amendment as it relates to lot 412, so a little more than half, in fact, of the reserve will be returned to the zoned portion of the site. Look, put simply - and I won't take up too much of your time - put simply, we're very supportive of the rationalisation of the - obviously our client is keen to have the developable area of their site increased. We've looked, when it was initially advertised, we looked at the design that was being put forward as the concept for the rationalisation, we've informed that width and I'm sure we would have loved to have poked holes in it, but in fact it appears to be based on very sound principles; facilitating public transport and cycling, and pedestrian access, and all those things.

So I'm pleased to say we're actually very supportive of it, with a but. The proposal - if we can just skip forward in fact, sorry, two slides, this seems to have gone in out of order. This is the concept road design layout that was prepared and that has informed the rationalisation, and you can see - sorry, it's a bit blurry there - but our site there with the lower arrow pointing to it, and then the proposed median going across Airlie Street there. So that's the concept that's proposed, and that obviously limits it to left in, left out only.

If we can just go back to the previous slide, please? There you go. Those three route maps show the direction of travel required. The first one, on the left there, route 1, is if you are city bound from the west. In order to get into the subject site you would have to turn right at McNeil Street, follow that along, then left up - I believe it's - Bindaring Parade and then left again into Airlie Street. You're looking at about an additional 1.2 kilometres to get into the site. We're looking at developing this obviously for a reasonably high density aged persons

accommodation and ancillary facilities. There'll be probably some sort of medical and other commercial type uses there.

As a result we're expecting that there will be probably people required to attend the site that aren't familiar with it - visitors and such. We'd say that's a fairly circuitous route to have to take. Route 2 is the alternative which is where you travel up to Anstey Street and turn right in there, and then right again into Bindaring Parade. That area, if you're familiar with it, those streets are - there's a lot of on street parking, they're not really made as access or distributor routes. They're very much local streets. So those two, we're looking at 1.2 kilometres or one kilometre if you go up to Anstey Street.

The third route there is the route 2, head city bound out of the subject site and that, in fact, requires that you turn right onto Airlie Street, go along Bindaring Parade, in fact go past Anstey Street and then onto Osborne Parade through to the Eric Street lights in order to turn right and head towards the city. If you weren't familiar with the area and were leaving, and turned down Anstey Street you'd find yourself stuck only, again, able to turn left onto Stirling Highway or having to turn around, go back and try your luck at the next street on, as I did the first time I went there.

So that route, we would suggest also, with an aged person's accommodation, it's reasonably likely that from time to time ambulances will have to attend. That route city bound is the way to the two nearest hospitals with emergency departments, being Charles Gairdner and Royal Perth. We would like then for the further design - while we're, as I said, very happy with the reservation proposed - for the road design to give serious consideration to allowing for certainly some improvement to the access, our strong preference would be for a right out of the subject site, if full movement is not achievable.

We've sought informal advise from a traffic engineer who is involved in this design and they've indicated that it's probably not as simple as putting in a seagull island on Airlie Street, that it would actually require some rethinking of other access points, but certainly we figured it was probably a little premature to start redesigning at this stage, but we would like for the Commission to be mindful of the particular access requirements of what is a fairly unique - no degrees of unique - it is a unique site in that area with its own unique considerations in terms of access, and that really is all that we're asking that consideration to be given to. I'd be happy to answer any questions.

MS BARTLE: Thank you. Corinne?

CR MACRAE My recollection of that access to the site at the moment is from Airlie or off the Stirling Highway?

MR DOYLE: The principle access is off Airlie Street. There is, in fact, a crossover off Stirling Highway that is not utilised at the moment but there's a crossover there.

CR MACRAE Leads to a parking area of some - - -

MR DOYLE: Yes, that's right, the front of the site, yes.

MS BARTLE: Would that be lost?

MR DOYLE: Well, our concepts of redesigns for the structure plan have been on the basis that direct access to Stirling Highway is highly unlikely to be supported.

MS BARTLE: Even though you've got an existing one?

MR DOYLE: Yes. So while we haven't ruled it out, we've thought that it's probably likely to be a smoother course if we don't obtain direct access. Regardless, I guess, even if that access is retained it still wouldn't - - -

MS BARTLE: Can't get out to the city.

MR DOYLE: You still can't get out, no.

MS BARTLE: Okay, I don't have any other questions, do you?

CR MACRAE No, I don't actually, no.

MS BARTLE: Yes, it's quite clear that's what the main issue is, which is obviously the Airlie Street intersection. So thank you, that's clarified a couple of points for me. We've got a long way to go with hearings.

MR DOYLE: Absolutely, yes.

MS BARTLE: Then obviously the recommendations then have to go to the WA Planning Commission, so there is some time to go before this will be possibly finalised. You will hear in due course as to what the outcomes are.

MR DOYLE: No problem.

MS BARTLE: So bide your time and we will get back to you.

MR DOYLE: We will. I mean, what has the feedback been like, in general?

MS BARTLE: There's over 600 submissions, so varied. Some fairly - you could almost group a lot of the submissions into specific items but really it's - well, as you would expect, how that reservation is going to affect individual properties generally and, I guess, the width of some of the reservation design - which is just a draft design at this stage, but how that impacts, I guess.

MR DOYLE: Okay, great. Thanks very much. Appreciate it.

MS BARTLE: ...from you and to make sure that we've got all the information correct that you would like to impart to us, and then the recommendations will be put to the WA Planning Commission for final decision.

MR DOYLE: Thank you very much. Bye.

MS SALLY HASLUCK
representing herself

MS BARTLE: These hearings are recorded so the transcript and the recommendations do become public record, just for your information, and we'll give you 15 minutes to present to us and then we'll perhaps have a bit of dialogue afterwards, if that's all right. So if you'd like to start by stating your name for the record.

MS HASLUCK: Yes, obviously. My name is Sally-Ann Hasluck. I'm a resident of Claremont and I realise it's for - I'm here for the rationalisation of Stirling Highway Reserve. I'm not representing anybody, I'm here as a concerned community person however I should say that I've worked on saving and interpreting the heritage for the whole local area for a period of over 20 years as curator and director of the Claremont Museum, and I was particularly instrumental in saving the Claremont Railway station and the signal box from demolition on the electrification of the Perth to Fremantle railway line.

I'm also a Freeman of the Town of Claremont. I've served nationally, state-wise, on the WA Museum Board and on the National Board of the National Museum. So I have a wide area of interest and since I wrote my submission to you I've become president of the Royal WA Historical Society, however I'm not representing anybody but I'm just giving you an idea of the breadth of my work.

I understand the problems, I've been living in Reserve Street for over 40 years so I've seen a huge increase in the traffic problems of Stirling Highway and of Gugerri Street, so we are actually penned in the middle of two busy operations which are not going to get any less, they're actually going to increase because of the proposal - and planned and going ahead - of all the new high rise that's going to happen around the old football club and the old railway yards, and I think what your rationalisation has to actually have a broad vision of what is happening for the whole area, because one doesn't necessarily solve the other. In other words, you think you're solving one but there's all these backups. So I think it does need an overall view.

Now, I went to see the plans in the library, actually, and I have to say I was absolutely dismayed. I could use the word shocked but I prefer the word dismayed. Dismayed, because I saw such destruction of heritage along the whole length of Stirling Highway for no particular gain. The plan still had - and I know we're talking about reserves, and therefore the plan was using the reserves, so I'm conscious of that in all that I'm saying - but the plans still ended up with two lanes of vehicle's in each direction, so there was no gain for vehicles except for you would put buses to one side, and yet so much has been destroyed.

I understand the problems. There's a big traffic backup from Leura Avenue through to past Christ Church, Queenslea Drive. It is very difficult to turn right onto the highway or to turn right off the highway. There are no dedicated bus bays - well, there might be further on but certainly through the Claremont section there aren't - and there are two railway crossings in Mosman Park that really cause great difficulties further down. So I'm not here just to say I

object. I want to actually offer alternative solutions because I know that everybody wants better traffic flow and safety, and those are the paramount things.

However the present plan does have so much destruction of heritage, particularly around Bayview Terrace and that intersection where these buildings are not only - and along the whole of the highway - these buildings are not only listed on the municipal inventories, they're listed on national trust, they're used on the state heritage register and some are also on a national register. At the actual intersection of Bayview Terrace, you've got the original National Bank, which is very central to the heritage of Claremont, you've got the municipal council chambers, which we know has been through a fire but it's there, and of course the war memorial.

Some of them in the plan are completely destroyed, some buildings have their integrity - the loss of integrity. So, for instance, Christ Church church has a complete loss of integrity by taking the road so close to its walls of the building. There is the building further up which is the old police station near Parry Street, which is integral to the whole heritage of the area and I should say, this heritage is like the soul of the community. It's what all the planning has resolved - evolved from these buildings from - in Bayview Terrace, a case from about 1886.

We've had over 100 years and yet now we're seeing this big destruction taking place of that soul of the community. So it concerns me that these - they are really important. The other is the view of replacing and moving the war memorial would be against all the principles of conservation for buildings (indistinct) principles, so I am not quite sure that is a solution, because I know that the Town of Claremont has put up some solution about moving it.

The other thing that I'd like to concentrate on is that I actually do not think a cycle way is required and should be encouraged on such a busy road. There are two existing alternative Perth to Fremantle routes to that cycle way. There is one that comes along the river, Mounts Bay Road, goes down to Princess Road, comes out at Queenslea Drive. It needs better signage, it needs a better crossover from Queenslea Drive down to the railway track. The other one starts at Perth or the railway track and follows the railway all the way down to Fremantle.

So you already have two cycle systems that are safe and you're now encouraging a very unsafe one because I do not believe that buses should share with bicycles. I have seen too many accidents. Cyclists have their heads down and the bus stops in front. So you've still got mixed use. So I think that system needs to be improved rather than putting a cycle way and I understand there might be a policy that you are to put cycle ways on every new road but I think in this case where there are two existing cycle ways, I think it's false planning.

What do I feel the solutions are? I think ultimately if one stands back from it all then one is going to have to say an underpass is required at Claremont from Leura Avenue through to beyond Christ Church school. My biggest fear is that - expensive, yes - but you destroy all the buildings to do your present plan and use the reserves that are over the building, and in 25 years it becomes quite obvious that is the only solution. But in the meantime you've actually destroyed the soul of Claremont and other buildings along the way.

It's a question sometimes of accepting reality now and planning for that big cost when I'm saying there's these extra pressures on the whole area, with Guger Street as well. So that would be the ultimate but I do think in the meantime that using this reserve, there should be dedicated bus bays rather than a bus lane.

You might have to lose some bus stops but just to give you an example, there was a bus stop just before Vauclose Street - this is going towards Perth. There is then another bus stop just past Reserve Street. That's one street away so if there was one in between with a dedicated bus bay, where it could really pull off and the reserve would allow for that - and I know the land well at the top of Vauclose Street - then that would solve - and I'm sure there are many places along the highway that are like that where, through the reserve, better, actual bus bays could be established and also through statistics you could establish which ones are used the most, so which bus bays are most important.

I think there should be a rule of no turning right into the highway, full stop. This is extremely dangerous and it gets most frustrating for everybody who wants to turn left. You might sit there for five minutes, quite frankly, quite often and sometimes they give up and turn their indicator to go left, but this insistence on turning right is very dangerous. I also think - and I like part of the plan - that there's more dedicated turning right positions off the highway into suburban streets. There need to be less turns but more dedication with the turning - you know, where you can wait and turn et cetera.

The other item I'd say could be resolved immediately would be something like moving the Loch Street lights. At the moment people are trying to turn from Bay Road - which comes up from the river - right into Stirling Highway and you've got the lights at Loch Street, and people judge when they're quick crossing. However if the lights on the way to Perth were moved back to before Bay Road as well as the bus stop, you wouldn't have to move any of the lights at the intersection to allow people to have a dedicated turn right, and that resolves all the traffic coming around the river to get onto the highway safely at that point.

So some solutions are feasible within what is there for the reservation. Also if you're looking down the highway, there could be an interchange at Wellington Street where there's lots of land that would solve those very problematic and dangerous two railway crossings in Mosman Park. One does have lights, the other doesn't. It's Victoria Street, you guess the traffic flow. But by removing both and having a dedicated interchange at Wellington Street where there is land to do with it, you would stop the backup of traffic that happens towards that section of Mosman Park, because everybody has two sets of traffic lights very close to each other - one for the railway and then immediately at Wellington Street, and you get no flow through.

I guess I understand the need to revisit. You might say why, if you feel so strongly, did you not come forward and say the reserve is in the wrong place for the last 20, 50 years. But we all know there are plans throughout Perth where these reserves sit and I know that reserves are also taken off planning. So I don't see it being beyond the possibility of being able to revisit the whole plan, look at the reserves, look at ways that actually do protect and save what heritage we have, which isn't much in Western Australia, and give an opportunity for

the big planning projects to happen of an underpass at Claremont, which is the only way of solving that solution, and with better judgement of - remove the bus way, cycle way, have bus bays, give a slightly wider two lanes so you give the dedication turning right off on occasions.

I guess that's my pitch, if you like, to you and it with heartfelt feeling for what has been achieved, what all the work has been done was not only for the present population and residence but it's always done for future generations, and I really feel that what is being offered now actually puts what Claremont offers, in its historical sense, is under threat for future generations where you actually could be planning to save it for future generations. So I thank you for the opportunity of coming but that's really what I'd like to say and if you have any questions you're welcome.

MS BARTLE: Thank you very much, it was a very good presentation. Corinne?

CR MACRAE No, I don't think so because it's so broad it's difficult to, you know, a specific area kind of thing but - - -

MS BARTLE: I have a question about the Bayview Terrace/Stirling Highway intersection of the old bank building that you mentioned there. We did do a site visit and walked pretty much the length of Stirling Highway, and had a good look at that area. It's a very interesting intersection, we've already had one fairly lengthy submission on it, we'll probably get more I suspect, particularly looking at that intersection. I mean, putting aside the option of a tunnel and looking at those buildings do you know - like, from a heritage perspective I don't believe they're on the state register - - -

MS HASLUCK: They're on the municipal register which is really stating what is important to the local community, because that is discussed, it's researched in the local community, it's then open to hearings in the local community, it is then discussed and it is then decided, and it goes through the local government process of becoming one. So Bayview Terrace has two ends to it and really it's expression is the section between the two. One is headed by the railway station of the old post office and Claremont Hotel.

The other end - I can't say closure because depends which way you're talking about it - you have got the municipal buildings, the war memorial, the National Bank and actually the shops opposite the National Bank, Bayview Terrace, are actually extremely old too and have a long history of usage. The building on the other corner, Richard's Electrical - although it looks nothing - - -

MS BARTLE: It's been there a long time.

MS HASLUCK: Buried underneath it is an old limestone house, so it's just got all built so there is actual heritage building contained within that, there is not enough pavement space to widen the road at that juncture without, I think, destroying the integrity of the buildings. I would be horrified if they were brought down and same with Zenith Music, and all that stretch, because as I say it's destruction for what? Destruction for still two lanes each way

for traffic, and bicycles are catered for and buses are actually - the solution you have at the moment doesn't fit the purpose of what you're trying to achieve for just far too much destruction, and it's not just that intersection.

MS BARTLE: No, I was just about to - - -

MS HASLUCK: As it goes on, that's right, yes. I mean, the real hiccup is that section from Leura Avenue through to past Christ Church. I mean, another solution they've used in other countries is that for peak periods it becomes three lanes one way and one lane, and somebody comes and changes the system, and it goes three ways the other through a certain section to get the flow.

MS BARTLE: There are options.

MS HASLUCK: I would like the thinking cap to go on again in an imaginative way and not just saying "well, to have a solution we have to move the buildings". It's just, as I say, it just filled me with absolute dismay that everything the whole community's worked for, for over 40 years I've been there, just goes with the stroke of a pen. My plea is revisit imaginative - and I don't mind being - what do they call it - a sounding board or whatever into the future about this because of my long, intimate knowledge of the area which Councilors' also do but the Councilors' are going to be wearing a Council hat.

MS BARTLE: Yes.

MS HASLUCK: Yes, so when you were there, you felt that the National Bank could go?

MS BARTLE: No, and the purpose of this panel and this amendment is really not - we're looking at the context most certainly but our mandate is to look at the reservation of what it was, where that reservation was and what is being proposed, and is it appropriate, and is it the correct reservation? Now, we can make reservations particularly based on the submissions that we've received, the advice we obviously have to get from Main Roads and so this is a reservation process only at this point in time. There is no actual forward budget or project works in train for Main Roads to do any works, it is purely the reservation reflects what could be done.

MS HASLUCK: (indistinct) that's right and it sits in the bottom drawer, as they say, and gets pulled out - - -

MS BARTLE: Yes, and gets pulled out.

MS HASLUCK: - - - (indistinct) gets pulled out and so while the one issue is reservation, what is really the problem is Stirling Highway.

MS BARTLE: That's right.

MS HASLUCK: For instance there was a reservation over Claremont Crescent and Shenton Road back at the Claremont Coast. I know because I had a property - well, my son had a property I should say - and there was a reservation over it. Now, because they were planning a road all along the railway at one stage - now, that plan disappeared and that whole reservation was actually removed. So there are ways that planning can overcome and reservations removed or - yes, I just feel that, yes, you are looking at the reserve but it - - -

MS BARTLE: We could certainly see the merit of the heritage value of those buildings. We looked at them at length. I suppose because - - -

MS HASLUCK: The one is 1911 or 1910, I think, the National building is.

MS BARTLE: I - certainly I can't speak for the whole panel - was a little surprised that they're not on the state register some of those buildings.

MS HASLUCK: I haven't looked at the state register recently so I wouldn't swear whether - - -

MS BARTLE: They're not.

MS HASLUCK: They're not?

MS BARTLE: No.

MS HASLUCK: But as I said - - -

MS BARTLE: Which is surprising to me that - because if you add a whole intersection in front of those buildings, but - - -

MS HASLUCK: There are various reasons. It takes a long time to get onto state registers. I think there has to be some push behind it. I have been removed - it's not as if I've been removed from them - but I've taken my interests - widened my interests. So I've not been intimately involved with those processes for heritage listing like I was for the municipal inventory. I wouldn't let the fact that it's not on a state heritage influence, otherwise there are so few on the state heritage you are going to destroy more than half of the heritage buildings in Perth, basically.

CR MACRAE And often they can sit on the interim list.

MS HASLUCK: That's right.

CR MACRAE For a very long time.

MS HASLUCK: Yes.

MS BARTLE: Yes, we have a number of these issues that we need to look at.

MS HASLUCK: For instance, the police station, the old police station would be on the state heritage list.

MS BARTLE: Yes, it is.

MS HASLUCK: I would have thought the war memorial would - - -

MS BARTLE: Yes, it is.

MS HASLUCK: - - - be on the state heritage list.

MS BARTLE: Yes, it is.

MS HASLUCK: That's right.

MS BARTLE: Yes, the municipal chambers - - -

MR O'HURLEY: It's part of the chambers.

MS HASLUCK: Part of the chambers, that's right, because the chambers goes back to the original building within the building, is 1898 and then you've got the 1930's over the top. So you've got multiple heritage - - -

MS BARTLE: Because that was the original Roads Board.

MS HASLUCK: Yes, the original Roads Board.

MS BARTLE: Thank you very much.

MS HASLUCK: All right, very well.

MS BARTLE: We have a long way to go with hearings and recommendations have to be made, and quite a long process to be gone through for an amendment of this site.

MS HASLUCK: Of course.

MS BARTLE: We will come back to you in due course but it will be quite some time probably before you hear from us as to what the recommendations were or what the resolution of the Commission is.

MS HASLUCK: Fine.

MS BARTLE: But you will hear back. Thank you, we appreciate your time and it's very much worthwhile hearing everybody's positions on these things.

MS HASLUCK: Thank you.

CR MACRAE And thank you for your efforts of the (indistinct) heritage.

MS HASLUCK: No, it's (indistinct) something.

CR MACRAE It is (indistinct) duties.

MS BARTLE: At least someone's doing it.

MS HASLUCK: That's right. Thank you.

MS BARTLE: Thank you. Thanks, Sally-Ann.

MR JOHN ROGERS
representing himself

MS BARTLE: Mr Rogers? Hi, would you like to join us?

MR ROGERS: You guys must be exhausted by now, getting the same thing over and over.

MS BARTLE: No, they're all different, aren't they? Welcome.

MR ROGERS: Thank you.

MS BARTLE: Yes, these are the public hearings as you're aware for the MRS amendment for the rationalisation of the Stirling Highway Road Reserve. I'm Megan Bartle, I'm the Chair. This is Corinne MacRae.

MR ROGERS: Hi.

MS BARTLE: She's the local government representative. Our other panel member is recovering from emergency surgery so he's an apology today. We have John O'Hurley as the technical support from the Department of Planning. You will have been informed as to what the purpose of the panel is. We are sitting on behalf of the WA Planning Commission as their ears.

We have a copy of your submission which we've read. We will re-read them but we're really here to hear you and make sure that we've understood what your perspective is. You've got 15 minutes to present us and then we can have perhaps some dialogue at the end of that. It is recorded. The hearings are recorded and the transcript of this along with recommendations become a public record. So if you'd like to state your name?

MR ROGERS: John Rogers.

MS BARTLE: Thank you, and over to you.

MR ROGERS: Well, I'll start with my nimby reason first and that is I own a unit on the corner of Stuart Street and Stirling Highway which is not directly affected by the changes because I think the end unit which is the dental clinic would disappear under the changes, however it puts me in limbo forever, in as much as this may never get built, things may never change but there'll be a line drawn through things and you'll all of a sudden end up with an unsaleable piece of property which I'm sure is duplicated many hundreds of times along Stirling Highway from Nedlands right through to Fremantle.

There's going to be a hell of a lot of property owners who just can't do anything with their properties on the basis that something might happen and it may never happen. Obviously you're talking about a 10 year in road into these plans and by that time we could run out of fuel. Who knows what's going to happen by then? And we could be looking at very different

transport systems. To me, it appears that the main reason for doing this is to put busways in. I personally almost never see a bus along Stirling Highway anyway, whether they're scared of it or what, I don't know.

It's obviously very well serviced by a railway line and the need for another couple of bus lanes with the amount of disruption and cost that may occur just seems quite futile, and not only that but the amount of traffic disruption while it's happening is going to be amazing because we know what happened out along the Great Eastern Highway and certainly everyone stayed away from there for a couple of years, and that ran on time, and ran to budget, and everyone was pleased with that but in this time, we've got a hell of a lot of buildings which are privately owned.

There's a lot of heritage buildings along the line as well and for what really seems to be a pointless exercise when if you just had decent bus pull offs where the buses could actually get off, you're really going to serve the purpose and along much of the area anyway you've got a railway reserve, and while the railway reserve isn't being put to better use, it just defies logic. It seems that somebody's sat down with a red biro and drawn along a line along the east side of Stirling Highway, which includes going to the desk but not the rest of the office of my next door neighbour, who's got a unit - an architect in the unit next door. He actually loses a metre so his legs are going to get cut off.

It just seems a fairly superficial and easy way, and the cost is going to be horrendous. Buying all those buildings all the way along there when we're already seeing severe budgetary restraints, and it's just not going to happen. So the worst part for property owners all the way along Stirling Highway is going to be that for something that probably won't happen because we haven't got the money for it and may never get the money for it, we all of a sudden have properties that are made valueless and we can't sell them, do anything, and the majority of Mosman Park shops are along that little strip.

Sure, you're got the big Wellington Street set but that little strip shopping, which I think should have heritage listing but hasn't, because it's certainly some of the older shops along there, are all going to go. They have to and they can't really be replaced because there's just no land to do it, and the trade-off is said to be, "well, you can build up four stories high". Well, four stories high on 50 square metres is going to be a pretty funny looking building. The whole thing just doesn't work, it's insane.

But I think worst of all is that you've got all the school's traffic along there - and I don't know if you drive along there on a weekday morning during school time - but it's just bumper to bumper to bumper the whole way. You start taking lanes out of that so that you can build roads on it - I mean, you might as well just bulldoze the whole of the western suburbs. It can't be done particularly when there are alternatives. You know, why aren't we looking at the railway reserve? Can't we put some lanes, a couple of bus lanes along there if you want buses?

Because the buses don't go anywhere, we've got the most useless bus system in the world and one of my biggest beefs is that why are talking about putting a train out to the airport

when we don't even have a bus going out to the airport? There's just no logic in our planning system. You know, if we had 20 buses going backwards and forwards from the airport already you could say "right, we need that transport, we need a railway line". So we have no buses going along Stirling Highway. It's exactly the same problem and when they do, they just seem to duplicate the railway line anyway, they don't seem to go in and out a hell of a lot. But that's not fair. Why are we building a phantom lane for buses that what they really need is decent pull-offs, not a whole lane?

Destroying the whole structure of the system and the trade-off being four stories along there is a pretty poor trade-off because all of a sudden you're going to start looking (indistinct) and the Sunday Times did a wonderful diagram of what Perth's going to look like when our major arteries are all allowed to have three and four stories along it and it's almost like you've built Hadrian's Wall or the Great Wall of China along either side of the highway, just completely blocking suburbs off that are bisected by the highway anyway, which is bad enough that you have a visual and a social bisection that can't be changed ever.

Everything will be boxed in with these battlements. My feeling is it's just a waste of money. It's going to cause a huge amount of disruption for nothing, it probably won't happen and if it does happen we can't afford it, and if it doesn't happen someone's drawn a line through all our properties so they're unsaleable for the next 20, 30, 40, 50 years which leads my superannuation fund right up the gurgler. I know I'm just one person but I know there's a hell of a lot of properties along there that are all little individual properties individually owned and those properties all have significant commercial value, and allowing them to go four stories or what the trade-off is going to be is, I think, a worse solution because it's going to bisect our suburb into boxes.

So that's my little piece and I've probably said it mostly in there already, but except for the traffic disruption, I think we're going to see three years of just horror, and I just shudder at the thought of it, and seeing the traffic disruption I had on the way in here, and trying to find parking, and trying to find this building - it's just what we're going to have three years of along the entire thing. What about the - asking you a question, what about the buildings that have got heritage orders on them like the Claremont burnt out offices? Do they get bowled over?

MR O'HURLEY: The state heritage buildings are avoided with the road reservations so the Town of Claremont municipal changes will not be part of the road reservation and the same for other state heritage listed properties.

MR ROGERS: Okay. But anything else can go?

CR MACRAE Theoretically.

MS BARTLE: Theoretically.

MR ROGERS: Well I think that's my worry, just if you came in and did it, and it went. Fine. But if you draw a red line and never do anything that just makes the whole commercial structure of all the buildings along that highway dead. That's probably where I'm coming from. That's my nimby bit.

MS BARTLE: That's understandable.

MR ROGERS: But I live there, too. I like to drive along Stirling Highway. Luckily I mostly go that way so most of the disruption won't affect me too much. Okay, thanks guys. Thanks for listening.

MS BARTLE: Thank you very much.

CR MACRAE Thanks very much.

MR ROGERS: And hopefully we can put it along the railway line or something sensible where this base - - -

MS BARTLE: We'll see what happens. Thank you very much.

CR MACRAE Thank you.

MR ROGERS: Thank you.

MR RICHARD & MR JOHN CRANFIELD
representing themselves

MS BARTLE: Anywhere here, gentlemen.

CR MACRAE Have a seat.

MR R. CRANFIELD: Here?

MS BARTLE: Yes, thank you. Welcome, thank you for joining us. As you're aware these are the public hearings for the Metropolitan Region Scheme amendment on the rationalisation of the Stirling Highway Road Reservation. The panel members for today - I'm Megan Bartle, I'm the Chair. This is Corinne MacRae. Our third panel member is actually absent, he is recovering from emergency surgery. We have John O'Hurley with us who's technical support from the Department of Planning.

I think you're fairly aware of what - from the communication that has been provided to you - but I'll just recap that the panel represents the WA Planning Commission on the hearings for this amendment so we're their ears. We have a copy of submission that you've made. We've read it, we will re-read it but this is an opportunity for you to express your concerns and comments, and for us to make sure that we've understood them before we make any recommendations.

MR R. CRANFIELD: Before you proceed, can I ask why the word rationalisation is in it? What is the thinking behind that?

MS BARTLE: There's an existing reservation that exists at the moment over Stirling Highway and this is about looking at that and saying, "Is it the appropriate width? Should it be widened? Should it be narrowed? And if so, to what." So that's where that - - -

MR R. CRANFIELD: Is there a plan then to widen the highway then? - - -

MS BARTLE: No, there's not. There is no implementation plan at this time, this is purely to do with reservation on the Metropolitan Region Scheme map.

MR R. CRANFIELD: If there were to be an implementation of anything at all, how long does that normally take?

MS BARTLE: That is probably around about 20 years away.

MR R. CRANFIELD: So we can rest in peace, then.

CR MACRAE Not literally, I hope.

MS BARTLE: I'm not going to answer that.

MR R. CRANFIELD: Well, you have to bring some humour into it.

MS BARTLE: Yes, absolutely.

MR R. CRANFIELD: It's not humour.

MS BARTLE: It could be a little too close to home.

MR R. CRANFIELD: I've got a copy of the words to "They're moving father's grave to build a sewer" here, if you want.

MR O'HURLEY: Grandfather's grave.

MS BARTLE: Grandfather's grave, really?

MR R. CRANFIELD: Depends on the version.

MS BARTLE: Yes, so this is the process of looking at what that reservation would be. There's no budget or forward planning through Main Roads or Treasury for implementation of any works along Stirling Highway. If this amendment was finalised, they would then have to look at doing some forward planning and these things take a long time, then they'd have to look for funding, and then they would start the detailed planning.

MR R. CRANFIELD: Sure, petty cash at the moment.

CR MACRAE They would probably do it in sections as well.

MR R. CRANFIELD: There is a story going around that where - on the corner of Bayview Terrace where Richard's Electrical is, that has already been bought by the government. Is that true?

MS BARTLE: I don't - it is?

CR MACRAE Yes, it was publicly reported, yes.

MR R. CRANFIELD: When?

CR MACRAE A few years ago, yes.

MR R. CRANFIELD: So there is some idea of doing something in that vicinity then?

MR O'HURLEY: With compensation with a property like that, the owner had actually sought the Commission to purchase the property, so the compensation was triggered by the owner.

CR MACRAE Because the - - -

MR R. CRANFIELD: He wasn't - sorry.

CR MACRAE Most of the property was already reserved. There was an existing reservation over that so there's, by law, a Commission - if a landowner wants to offload his land they have to buy it.

MS BARTLE: Approach the Commission to do so.

MR R. CRANFIELD: So if our land has got this on, we could say - - -

MS BARTLE: You could approach the Commission and enter into negotiations on that.

MR R. CRANFIELD: But they do not have to buy it?

CR MACRAE They do not have to if it's not required.

MR R. CRANFIELD: Yes, I see.

MR O'HURLEY: But it's balanced on other government priorities so it's not looked at in isolation, it's compared to other similar type circumstances.

MR R. CRANFIELD: Yes, we've learnt more in the last three minutes than we've probably learnt in the last 20 years. So would it be true then that - we're not planning to sell it, don't get us wrong - but we just like to have all the facts. If we came to you and you said no, you don't want it, can we then offer it for sale to someone else, or could someone else buy it?

MS BARTLE: You can sell your property, yes.

MR R. CRANFIELD: Okay, but that's just - - -

MS BARTLE: Absolutely you can.

CR MACRAE And then it's buyer beware. The person who buys it - - -

MS BARTLE: Yes, if there is a reservation over it they need to make themselves aware of that.

MR R. CRANFIELD: Which would affect the price then, wouldn't it?

MS BARTLE: Potentially. I couldn't make a comment on that, I don't know.

MR R. CRANFIELD: There's also another compensation trigger, if someone puts their property on the market for a set time and they're not getting the price that they feel the property is valued at they can then approach the Commission and request the Commission to assist in breaking the difference. So they may sell the property for slightly less than what it's worth but they can ask the Commission to compensate them for that other - - -

MS BARTLE: That loss.

MR R. CRANFIELD: So there's several compensation options available.

MR O'HURLEY: The valuations that would be at the time of that negotiation, you wouldn't have a valuation sort of struck now and then in 10 years time they'd look to these valuations. You would go to the time that the negotiation - - -

MS BARTLE: They have to be current valuations.

MR O'HURLEY: Current, yes. You know valuations go up and down.

MR R. CRANFIELD: Yes.

MS BARTLE: Of course they do.

MR O'HURLEY: The valuations are independent and they're also based on fairest and best land use for the site, and they're based on ignoring the reservation.

MR R. CRANFIELD: Okay.

MS BARTLE: Best development option. These hearings are being recorded, obviously, so this is a public hearing. The transcript and recommendations become a public record in time. You are welcome to take 15 minutes to present it to us. Just for the record, if you wouldn't mind stating your names and we'll perhaps enter in more discussion afterwards.

MR R. CRANFIELD: Okay, my name is Richard Lionel Joseph Cranfield. This is my brother, Edwin John Cranfield.

MS BARTLE: Thank you.

MR R. CRANFIELD: Do you want to lead off?

MR J. CRANFIELD: No, you lead off.

MR R. CRANFIELD: We own jointly the building at 309 Stirling Highway, Claremont, and have done so since around 1971. We have run our business there since beginning of 1969, so next year's our 45th anniversary. We're a family business, West Australian, and we have also got another generation coming into the business, so we're really a three generation business. We have worked very hard to build something very special. The Cranfield family have, I should say, also live in Claremont, were educated in Claremont and worked in Claremont, and the earliest contact that the Cranfields have with Claremont was in the 1920s when our grandmother owned a shop in Bayview Terrace - or rented a shop in Bayview Terrace.

We have built our business into a music business which is considered to be unique within Australia. It's a resource centre, it's a community service. We have three levels in the building. The top level is an auditorium, the middle level is dedicated to sheet music and pianos, and the sheet music is very special because it's really a resource centre for musicians and they travel all around Australia to us to select scores and so forth. No, it has not been affected greatly by the internet because musicians like to look at scores, compare scores, read them and so forth.

It is really a silent place rather than having background music, so educated people can - in music, that is - can look at scores and compare. It is a huge thing, it is far more than just a business. It is a resource centre there. It has really been our lives in building it up. In the auditorium we offer this to the Catholic Performing Arts who have been using it for 24 years for the Catholic Performing Arts which represents the schools in Western Australia, the Catholic schools and 19,500 students are in that performing arts festival.

WA Music Teacher's Association run many of their meetings, their workshops and also their Eisteddfods there, and also many music teachers use it for performance so that their students have an opportunity to play. To use the old analogy, you can't sell or you don't need a tennis racket if you don't have the opportunity to play tennis. So the same with music, you must perform it. We have a lot of teacher's concerts in the auditorium. There are very few areas available for this within Western Australia. There seems to be an interest in charging musical groups from schools and universities, and so forth, so that our source - we've got good pianos in it and we let it out very, very modestly most of the time without a fee.

It is really giving back to society, what we think we are a part of. The ground floor is general musical instruments and probably more acoustic instruments and electric instruments, and we're always looking at breaking new ground looking for some new trends, some new instruments and so forth, from high level violins to ukuleles, and everything in between.

Our building actually is an old building, goes back to 1922. It was the home of the persons who developed the Claremont picture theatre and also the picture theatre gardens. The picture theatre gardens - the wall in which the screen was on is still there, intact, behind a lot of the sheet music, the tutor books. If you're familiar with the shop you will know where the tutor books are. That is what the screen of picture theatre gardens. We added to the building but keeping the old integrity in 1979, 80. During the Second World War I believe the airforce occupied the building because there is still some grey paint on the stairs that look like (indistinct).

MS BARTLE: Sounds like it.

MR R. CRANFIELD: Quite the modern heritage. We are in the old heritage precinct and I really asked the people who make the decisions not to destroy that little bit of heritage that's left in Claremont because we've all seen what's happened to a lot of the areas at Bayview Terrace and the old houses. As I said, we lived in Claremont and educated in Claremont, and we used to walk through Bayview Terrace up through St Quentins Avenue and there are little houses with little flower beds, and it was beautiful.

Now, it's one big - what I would say - an ugly box compared to the beautiful old houses. We think we're retaining a little bit of the old Claremont and we think that's very important for future generations. The word "iconic" is a word that's used about our place. Both the insides and the outside, and I think that if something was to happen to it there would be a huge outcry from the musical community in Western Australia because we're very much integral to that.

The actual reasons, I guess, you're looking at rationalising - in inverted commas - Stirling Highway is because I don't believe that the growth of the schools has been done with responsibility to the general community over the years. Having been educated in Claremont we saw the schools like Christ Church and MLC, and Scotch grow from about 300 to 400 students to those well over 1,000. There hasn't been provision for car pooling, there hasn't been - there are no bicycle paths through the school. I heard on the ABC a few weeks ago that in the 1970s, 80 per cent of children walked to school, now it's below 20 per cent.

We've got to encourage - for the obesity and also the sanity of people - to start walking to school again and car pooling. We believe that the real two bottle necks in Stirling Highway on Monday to Friday is only in school time and it is only in the peak periods. If the car pooling and the public transport, and the walking, and the bicycles were looked at we would have a highway that is quite adequate, and two lanes is obviously adequate because outside the new hospital in Winthrop Avenue there's only a provision of two lanes. So there must be some logical thinking there which could be applied around the corner.

The other issue of safety and underpasses - we need underpasses at Bayview Terrace, at Christ Church, Queenslea Drive, Stirling Road and Napoleon Street, et cetera. Some years ago outside MLC a horseshoe bridge was put around for the safety. If they want to put underpasses, a series of those down the highway, they could be decorative, they could be attractive. They don't have to look ugly. It's interesting to note that in the 1970s when the road had (indistinct) before it merged with (indistinct) in Bindaring Parade had an underpass which went between the junior and the senior campus.

Scotch College has shown great foresight in doing the same thing. We pushed for that 10 years ago and were not backed by the council, and said the school didn't want it, and the school told me the council didn't want it. With a new headmaster they put it in and you can already see a traffic reduction in the mornings.

MR J. CRANFIELD: The traffic flow from Stirling Highway if these underpasses or overpasses were put in, would be remarkably less. They would just smooth - so much smooth. You stand and watch the pedestrians waiting and then they run across anyway because they don't wait for the traffic lights but in the meantime everything's stopped.

MR R. CRANFIELD: Also the fact of sometimes the lights - well, I should say frequently the lights are not synchronised between one lot and the other, and you get a long gap of no cars, and the lights stopping. There must be, in modern electronics, a better way to trigger it - and we get nowhere. One of the - in suggesting this - the other big problem in Claremont is

not the highway, it's Guger Street where they put up the Claremont Quarter. That was, in our opinion, very badly designed as far as letting cars go in.

There's one single lane in, when you get in you've got to take a ticket which then allows the traffic to bank up almost to the cemetery, on some days. Sometimes it then goes around into a little avenue which then affects the traffic and if they change their methodology, it would work. The other side they put a bus lane on the northern side and a single lane on the southern side going west. If that was reconfigured with a slip lane into the shopping centre, with getting rid of the tickets as you go into the place - and it can be done in other car parks so surely it can be done there - we would have very few bottle necks in Claremont.

We watch it on a Saturday morning and you see what the real problem is. It becomes a gridlock and it's caused by the - and this is not just our opinion, we've discussed it with a lot of people in the area. The other thing is, if we do need more traffic through Claremont, Guger Street is waiting for a second lane. It used to have, traditionally, two lanes. It was narrowed into one then it was taken away from two lanes in Barnfield and so forth. There's a railway precinct there which is not used as far as cycling between Claremont and Fremantle. Dare I say it goes through the Cottesloe Electric without bike paths and I think if we could concentrate more on bicycle, safe footpaths, car pooling and also schools bring shuttle buses - now, I remember seeing some years ago a shuttle bus in the middle of Dalkeith going over to (indistinct) and you think if they can do it from one suburb to the other they can certainly do it within the suburbs.

I know St Hilda's runs one from the railway station down to the school, so your child can catch a train and then get the bus to the school. Other schools don't seem to be doing that to any extent and I think that we could clear the traffic quite a lot if we changed these. There's always the argument by parents that school bags are too heavy these days - and we all know they are, if you've got children.

We're now in the age of iPads and there must be - the iPad is such a wonderful thing and schools are embracing them, then two or three iPads with the books on them so you can leave them open as you do text books, it's much lighter than the huge bags that the children take. I think it's a lot of thinking, we can maintain the heritage of the area, we can maintain the heritage within the old buildings if we can really look at the reasons why we all want to become subservient to the car.

I heard an interesting thing on the BBC the other day. They believe the influence of the car has peaked and they said it's been around for 100 years, no other main transport service has really had that length of time. It's going to change, it's got to change and they are suggesting exactly the things that I have mentioned here. It's going to come down to bicycles, it's going to go back to car pooling, it's going to go to trains, light rail and so forth.

So I think to summarise I will really ask you to ensure that Stirling Highway remains two lanes, that the old buildings are preserved, the way of life that we have had in the western suburbs is maintained and it does not become a series of ugly buildings which - so much as modern architecture is certainly of a time which, when people look back will say, "What

happened? Where are the graceful curves, the windows, the balconies," et cetera. We're building boxes and I think the buildings that we've got in that precinct have a lot more character, and what they do need is a bit of paint at the moment, and believe that would really enhance them in every way.

MR J. CRANFIELD: We have north and south of the river if we have three lanes each way down Stirling Highway between Perth and Fremantle, it will just split the suburb again anyway, so it's yet another reason why to keep the status quo, and it would be nice for all the land owners and the shops along the highway to somehow be put in peace, that in at least 20 years it's going to happen, but hopefully not at all.

MR R. CRANFIELD: There's areas around Cottesloe I think people don't know what to do or any - they need a direction to say "nothing's happening for 20 years", or "nothing's ever going to happen". As long as you can predict it's going to be the same. But the area in Claremont, obviously the heritage buildings opposite us that was burnt down is - the facade is considered important because it's being maintained and I think that is the area we are talking about, that it is the halfway part of the old Fremantle to Perth road, and we picked Claremont because of its geography, because of its history, because of the schools and because of the culture that was around as far as music going, and we have seen that increase dramatically, and I think we've had a part in that.

MS BARTLE: Fantastic. Thank you very much. Corinne, did you have any questions?

CR MACRAE Yes, I do. Before I launch into my question I'd just like to say that I've spent many hours in your shop.

MR R. CRANFIELD: Thank you.

CR MACRAE And watched my children or waited downstairs while my children did their music - Trinity College Music (indistinct) - - -

MR R. CRANFIELD: Okay, yes (indistinct)

CR MACRAE So I've paced that floor many times.

MR R. CRANFIELD: Yes, thank you.

CR MACRAE The heritage issue; two questions. (1) Do you know if your building is on the Council's heritage list?

MR R. CRANFIELD: We were told it was going on but we didn't hear anything more and then Mayor Olsen was there, there was a heritage officer there and we heard that it had been a - what's the word? nominated.

CR MACRAE Nominated?

MR R. CRANFIELD: Yes, and I'm really - don't know.

CR MACRAE So you wouldn't be objecting to - - -

MR R. CRANFIELD: We would like to see it. I know some businessmen in Claremont suggested we should oppose it and he said no, so - because we believe that - well, we are Western Australian, we've got a long history and we don't really want to see it totally change, you know? Obviously he's got his - - -

CR MACRAE Because - - -

MR R. CRANFIELD: Sorry.

CR MACRAE Yes, I think that is a consideration. As land owners, you know, you're perfectly entitled to have it - ask the Council to put it on the list.

MR R. CRANFIELD: Would that make a difference for something like this?

CR MACRAE It might do in terms of future development. I mean, that's some advice that you would need to take yourself independently but we do have a lot of questions about heritage and obviously state heritage gives the property the highest level of heritage protection but heritage listing under the scheme does have some strength. Not as strong as the state heritage, perhaps, but it was surprising that heritage is listed as something that's really important to land owners but yet there's been no movement with transferring it across to a sort of legal document like a town planning scheme. But, you know, you would have to get your own advice about that. Just curious whether it was actually on the Council's heritage list.

MR R. CRANFIELD: It was nominated by the heritage officer they had. Claremont does have, as you know, a museum which is very much strong on the heritage of Claremont. I do know that there are a lot of land owners who say "Don't go onto the heritage because it's going to diminish your values". Now, we're not really worried about that because we have no intention of selling it and we have younger members of the family who, at this stage, say they want to keep it going, you know? So no-one can rule from the grave but you can think that there's a good chance of it, you know - - -

MS BARTLE: Enduring.

MR R. CRANFIELD: Yes.

MR J. CRANFIELD: But Councils change and they have different emphasise, and I think the current one has got other things, and are just not pushing the heritage side of it. But that could change and hopefully will.

CR MACRAE In my own Council we've had a couple of successes with individual residences approaching the Council saying in Floreat, "I think my house is a weatherboard house, I'd like to put it on the Council's heritage list," and they've initiated it, and there was no issue of doing that. You know, these sort of things can happen.

MS BARTLE: Councils seem to encourage that because generally if they are nominated and there's opposition from the owners so they do that and tend to avoid it.

CR MACRAE That's right, they do like it when people do nominate their own properties for inclusion on the register. It makes life so much easier.

MR R. CRANFIELD: I think we had a couple of business people who - one had their eye on our property here and suggested we should oppose it and we said no, we're quite happy for it to go on. What are the chances of underpasses along the highway? Because as a safety - it would just change the whole nature of the traffic and it also would make it a lot safer for the children.

MS BARTLE: Pedestrians, yes.

MR R. CRANFIELD: Adults and pedestrians (indistinct)

MS BARTLE: John, do you want to answer that?

MR O'HURLEY: It's probably the cost would be the main thing that would discourage - you mean tunnelling on Stirling Highway?

MR R. CRANFIELD: Yes, well if Scotch College did it themselves and I know the highway is wider - - -

MS BARTLE: Just pedestrians.

MR O'HURLEY: Pedestrians, sorry.

MR R. CRANFIELD: Yes, pedestrians, yes.

MR O'HURLEY: That would be a design parameter and along with this sort of road exercise Main Roads has already indicated that there's a need for long term pedestrian planning, especially in regard to the schools so that would actually require a specific study looking at what are the habits now and safety into the future.

MR R. CRANFIELD: I know at one stage in Claremont there was moves against underpasses because I've been involved with the business community a long time pushing these things and particularly around the time of those terrible murders and the same, but you've only got to go to other parts of Perth, university, Princess Margaret Hospital, out in Floreat, there's underpasses and every city in the world has got them, and - - -

MS BARTLE: It comes down to design now.

MR R. CRANFIELD: Yes, and straight ahead with bright lights.

MS BARTLE: That's right.

CR MACRAE Should be well lit, that's right.

MS BARTLE: What you'd have to do is get lots of people using them and they become safe.

MR R. CRANFIELD: Yes.

CR MACRAE And eventually if you actually put them there people will use them, some people.

MR R. CRANFIELD: Well, I think so, yes, and if you go to cities around the world that's how you get across the main roads, those underpasses, and from the railway station that tunnels underneath to the main business area or domestic area. I've seen in many European cities there's - and (indistinct) is a good example, too.

MS BARTLE: Any other points you'd like - - -

CR MACRAE In your submission you made a mention of the requirement for the left turn lane into Leura Avenue, which is what you're saying that what your property would be required for. So again it's a bit of an insight into the congestions, cars would head into Leura Avenue, they're going to get caught in gridlock anyway.

MR R. CRANFIELD: Yes, we were told that was one of the areas that the building came down to probably a left hand turn or a bus lane, et cetera. We're saying that as soon as you turn into Leura Avenue there's a grid lock because of, first of all, Leura Avenue is wide enough to take two lanes - it's only one lane. Council has eased the problem or someone has eased the problem with the doubling of the lane near the roundabout near the railway station and I might add, that roundabout was due mainly to my lobby with the Council and when Mayor Wagers was there. It was unbelievable what we had to do to get it.

Also, some traffic control at the lights at the station but now we've got two sets - three sets of lights which we don't need and the roundabout, and I think if they got rid of - and they put the huge isle in near the station, and there was also a set of lights outside the Quarter which - that could easily be changed by diverting the traffic left and going around the roundabout, and coming back so there would not have to be cutting across that set of lights at all.

MR J. CRANFIELD: And they're not synchronised.

MR R. CRANFIELD: And they're not synchronised but if Leura Avenue was freed up that would mean that there would be no traffic sort of holding back into the highway, which I think is one of the concerns we were told about and it seems to me that the majority of buildings that are now designed, they have an extreme right angle turn off the road rather than a nice gradual turn so cars go up there, they stop and then they turn.

Even turning into Bayview Centre, that could be eased slightly and would speed up the traffic safely. But Claremont Quarter is the one that really concerns everybody and that is the one that's dragging everything else slow. So if they can fix up the entrance into Claremont Quarter, remove one set of lights, look at two lanes there, I don't think you'd have nearly the biggest trouble with Stirling Highway in the afternoons and Saturdays.

MR J. CRANFIELD: Guger Street used to be two ways from Loch Street to past Bayview Terrace and for some reason it all goes into one and then it - - -

MR R. CRANFIELD: You mean it needs to be two lanes.

MR J. CRANFIELD: What did I say?

MR R. CRANFIELD: You said two ways.

MR J. CRANFIELD: Two lanes, sorry.

CR MACRAE Two lanes in each direction?

MR J. CRANFIELD: Yes, thank you.

MR R. CRANFIELD: And then the residents of Barnfield Road wanted it to be made one way and there are (indistinct) some Councils saying it should be the other way. You know, we say it should be both ways. I live in that vicinity and the argument, there'd be a lot more cars but I live up there and - very close by in Grange Street - and I don't have a problem with that.

CR MACRAE It's a good way to get to Dawsons.

MR R. CRANFIELD: Yes, very much.

MS BARTLE: All right, gentlemen, thank you.

MR R. CRANFIELD: Thank you very much.

MS BARTLE: We have quite a long way to go with hearings, a number of days ahead of us over a number of weeks and then a recommendation has to be written, and a report up to the WA Planning Commission on each of the submissions. So there is quite a process and time ahead of us, but you will hear back in time as to what the recommendation and the results are.

MR R. CRANFIELD: If you need any other input we're available.

MS BARTLE: Thank you very much and I really appreciate you coming in and sharing with us.

MR R. CRANFIELD: Thank you very much.

MR J. CRANFIELD: Thank you.

CR MACRAE We enjoyed it very much.

MS BARTLE: Bye.

MR R. CRANFIELD: Thank you.

MR MICHAEL BALFE
representing himself

MS BARTLE: Thank you. Mr Balfe?

MR BALFE: Yes.

MS BARTLE: Would you like to join us?

MR BALFE: Cheers.

CR MACRAE Hi, Mike.

MS BARTLE: Hello.

MR BALFE: How are you? Thank you.

MS BARTLE: Welcome.

MR BALFE: Thank you.

MS BARTLE: So as you're aware, these are the public hearings for the MRS amendment in relation to the rationalisation of the Stirling Highway Road Reserve. I'm Megan Bartle.

MR BALFE: Hi, Megan.

MS BARTLE: I'm assuming you know Corinne MacRae.

MR BALFE: In various other lives, yes.

MS BARTLE: John O'Hurley is our technical support from the Department of Planning.

MR BALFE: I think John's (indistinct) library. Walked me through, didn't you, John?

MR O'HURLEY: Yes.

MR BALFE: That's right, yeah.

MS BARTLE: As you would be aware - but I will recap - that we are representing the WA Planning Commission for the hearings. We have a copy of your submission which we will re-read. We've all had a look at it. The purpose is for you to give a verbal presentation so we can make sure that we are fully across what your points are.

MR BALFE: Thanks, Megan.

MS BARTLE: And obviously this is being recorded as a public meeting and the transcript of this along with recommendations become public record. So I'll hand over to you. If you wouldn't mind stating your name for the record and you've got about 15 minutes.

MR BALFE: Thanks, Megan. My name's Mike Balfe and I live just off from Stirling Highway, in the Town of Claremont, and my submission - what I'm going to say - is it seems to be a Claremont focus, though a couple of things. Some of the comments reflect the whole length and breadth of Stirling Highway and I don't know whether some of the maps and some of the issues we saw at the Grove Library with John may have moved on a bit from - they haven't? Okay, well, people were telling me that some things have changed. All right, so thank you for that.

There's not going to be a surprise to what I'm saying, it very much mirrors the written submission that I've made. I want to say at the beginning how I was very distraught to see that there was suggestions that, to me, totally compromised major heritage issues along the highway from the plans that I saw. I had to pinch myself that in 2012 a government was putting out proposals that would seriously damage or compromise, or vandalise important aspects of heritage along Stirling Highway. I'll focus on - it's only the Town of Claremont but, you know, what planet are we living on that anybody would be suggesting compromising heritage buildings?

There's too few of them as there are now and these are major heritage buildings, whether they're on the Claremont inventory - and I heard your previous speakers here - I know from the music shop - when I was a Town of Claremont Councillor talking at and actually volunteering, putting things on the municipal inventory which I thought was great and also state listed ones as well. I went on to the Town of Claremont Council and did a couple of terms. I know Councillor MacRae's partner must be quite an amazing person because I (indistinct) with the Divorce Court if I did more than two terms.

But you know we really got our heritage inventory up to speed, we linked it to our town planning scheme. We were losing about five buildings a meetings when I went onto Council. We've lost one that was illegally pulled down about four, five years ago. We've lost one in about 10 years now. Accepted not on the front page of the Post, it's not an issue anymore and that's the way it should be. But to have an arm of government even suggesting that there should be some compromising or a tax on heritage buildings to me is totally unacceptable and certainly quite out of keeping with the whole ethos of people who live in Claremont, people who live in the state.

Heritage buildings as I trust you all know, give a sense of identity, a sense of place, a sense of time to people, a sense of attachment to people which we all (indistinct) too readily these days and even a former partial demolition of even compromising the curtilage of these buildings I think is an attack on heritage, an attack on the community of Western Australia. So I would ask the committee to take that very seriously as I'm sure you would be anyway.

I just want to focus for a bit about the pinch point at the intersection of Bayview Terrace and of Stirling Highway. That is an important interest to the Town of Claremont. Immediately

going into there you get a sense of calmness, a sense of identity, a sense of community in the buildings and I think - John, I don't want to verbal you - but I think when we were talking at the Grove Library those buildings on the northern side are compromised or affected by the - - -

MS BARTLE: (indistinct)

MR BALFE: Yes, which is totally unbelievable. Totally unbelievable and John would probably remember picking me up off the floor when he was explaining it to me and opposite, of course, is the war memorial. I was offended as a member of the community that any proposal would be to touch or compromise the curtilage around the war memorial. Let's be quite clear about the war memorial. It's not built by the State Government, it's not built by the Town of Claremont, it was built by the community.

Any decision to do whatever with that monument is a community decision. They pay for it, they look after it. Let alone the incredible importance on ANZAC Day, it's probably the biggest event along with the Christmas Pageant in the Town of Claremont. To turn up there on 7 o'clock on ANZAC Day is one of the most moving things you can have during the year. Probably the most moving thing. For weeks the flowers will stay on the corner after ANZAC Day, and on Remembrance Day in November, too.

Please, please, for the buildings opposite but also for the war memorial itself - it's a sacred site and it should not be touched, and it should not be moved, and it should not be compromised. I just want to - just going outside the Town of Claremont for a bit - I think the Albion Hotel, for example, and also the Cottesloe Police Station could all be affected. Again, I'm scratching my head saying "why should I even be saying this to a State Government instrumentality?"

I just want to just briefly touch on a couple of other issues, because I'm sure that you understand the heritage issues well enough. What tends to happen - and I know that issue of density doesn't come into your remit probably on this instance - but I just see so much of the planning instruments coming saying "this is an activity centre and therefore we have a bit of densities", et cetera. I want to just make it very clear also that the people that live to the north and south of the highway - particularly through Claremont - this is the old heritage precincts of Claremont. This is - well, I live in, you know, the main heritage precinct there.

All those buildings are locked up on (indistinct) thank God they are and the streetscapes are really what gives it its sense of place and its sense of spirit, and a sense of what the community (indistinct) already there is incredible pressure, particularly since the building of the Claremont Quarter, upon this area here. If I was arriving home now I wouldn't get a place to park in our street and I know others that - I'm not (indistinct) for that in the City of Perth. There is already tremendous pressure on people living in those areas, on both sides of the highway. They're parking with activities along (indistinct) along Stirling Highway.

We would ask that the people that live there who are, I think, custodians of the houses that are there now and hopefully will be long after we're just ashes, their positions are respected and understood because the pressures are just getting really out of hand. As a keen cyclist, I welcome the cycling initiatives but I'm not going to be a hypocrite and say, you know - I realise that sometimes you can't have both, you know? And I would far prefer, as a passionate cyclist and one who has to get on the Stirling Highway sometimes, but to my wife - although I would not accept improvements in the cycling if it was compromising the heritage and the streetscape of the Stirling Highway.

Welcome the changes on median strips and landscape, and thank you for that. I mean, as long as, again, there's no (indistinct) can I also just make some anecdotal stuff on traffic? And people like John and the people in the DoP know this far better than I would. I come across and drop my daughter at school every morning and then come back through Claremont to the city. I thought I'd just time it today what it took because sometimes I think we should take a deep breath and say, you know, how extensively bad is the traffic as people say it is?

So I went from Peppermint Grove through Claremont at about just before 8 o'clock until just after (indistinct) times it was five minutes to get through Peppermint Grove through Claremont. I'm not screaming about five minutes. Now, there are other issues. Half past 3.00, quarter to 4 it's more difficult. But I would say at the time, I'd ask be very careful with it when you talk about exponential changes in areas about what's the cause of their - I actually have a lot of sympathy for the people (indistinct) put more roads and the traffic will come so I just - you know, I'm never one to always start saying "let's build more roads" all the time.

They're needed, you need to reform them, of course you do. But, you know, today was a typical day. Schools were back, all the schools were back, as I said, and I dropped at Peppermint Grove, and I came through Peppermint Grove, Claremont, and it took me five minutes to get where it freed up again after Claremont. So, look, Madam Chair I just wanted to lodge those points with you. I appreciate the time to come in and happy to answer any questions but I think you probably know the issues I'm talking about and probably in more detail than I do.

MS BARTLE: Thank you.

CR MACRAE Thanks, Megan. Mike, so you're a keen cyclist?

MR BALFE: Yes, I am.

CR MACRAE So tell us about cycling along Stirling Highway.

MR BALFE: Yes, I tend to cycle very early on Saturday mornings so it's not as problematic.

CR MACRAE Sunday mornings?

MR BALFE: Saturday mornings or Sunday mornings, yes. Both Saturday or Sunday. Cycling at 7 o'clock on Saturday or Sunday is very different to cycling at 7 o'clock on a Friday, so there is an issue there, so anything that does better in that (indistinct) is welcomed. As I said, whatever you can do to make cycling more friendly is fantastic. I tend to take the cycle out on the railway line, though, for it to be pristine except for a couple of areas all the way from - certainly from Claremont - - -

CR MACRAE Do you cycle to work?

MR BALFE: I used to cycle to work until I got the job at the Department of Water where I get a car. That's why I was driving through there. Used to cycle to work and - - -

CR MACRAE Do you catch the train to Leederville?

MR BALFE: What? Back into your area? So when I cycled - which I did for several years - I worked in the Department of State Development down at the old Woodside building near the causeway. Stirling Highway - the choice was to go into Princess Road, which has a cycle way, and awful hills, and I'm a bit of a wuss when it comes to hills. Particularly if you live in the western suburbs you've caught the short straw for wind.

You get the wind in the winter the wrong way, you've got the wind going home the wrong way, and you know - so to answer Corinne's question, cycling on Stirling Highway in the early hours of Saturday and Sunday - I'm talking about 7 o'clock in the morning - isn't too bad, wide lanes, but it is obviously dangerous and I wouldn't let my kids that are adults now cycle along there. They always borrow my bike - "Yeah, but you can't go on Stirling Highway."

CR MACRAE Do you think it's a good idea to have that cycle lane going from Fremantle through to the city?

MR BALFE: On the highway?

CR MACRAE On the highway.

MR BALFE: I think it's a good idea as long as you can do it without compromising, you know, the heritage. What we talked about. Okay. And a lot of, I think, some of the adjustments join, if I'm right, around where we talked about at the intersection of Bayview which are trying to, sort of - had some buses and some traffic going through. It was wasn't doubting that extra lane was making just a bit bigger for some cyclists, was it John? Correct me if I'm wrong.

MR O'HURLEY: There's no extra lanes proposed.

MR BALFE: There's no extra lanes, that's right.

MR O'HURLEY: It's the road design's to give priority, I suppose, to buses and - - -

MR BALFE: Yes, that's right.

MR O'HURLEY: - - - and to cyclists.

MR BALFE: Yes, which is all fine and I would welcome that as long as we're not compromising the heritage values of those areas there. Once you pull - as you guys know, once you pull something down it doesn't come back.

MS BARTLE: That's right. Thank you very much.

MR BALFE: Thank you.

MS BARTLE: Really appreciate you coming in. It does help us a lot and, you know, written submissions are one thing but it's actually helpful for us to actually hear from people as well.

MR BALFE: Megan, can I ask you guys a question, if possible?

MS BARTLE: Certainly, if we've - - -

MR BALFE: I mean, I suppose that I've just become a bit jaundice sitting before government inquiries, sitting before lots of inquiries talking, and there's the shaking of heads and it's all very nice, and that's fine. Can you tell me about how passionate you are about heritage in our area? Can you tell me about how passionate you are about protecting the heritage in our area? Because that's what it's going to come down to.

MS BARTLE: Certainly. Look, I don't mind showing my cards on heritage. I have a very strong bent for heritage. I worked for several years at the Midland Redevelopment Authority looking after and looking at adaptive re-uses of the railway workshops and - - -

MR BALFE: Yes, and I've cycled around there, too, about a few months ago.

MS BARTLE: Fabulous, and apart from the fact that I worked for many years in local government and was involved in planning and looking at heritage inventories, and things like that, but Midland actually compounded and reinforced my love and passion for heritage, so it is something I take very seriously. We have some constraints on us within this committee as to what we are looking at as far as heritage but it's certainly a high priority for me.

MR BALFE: Right, good. Thank you so much for your time. Appreciate it.

MS BARTLE: That's okay, thank you very much for coming in. As I said to the other gentleman, you would have heard me, this has got a way to go but you will hear from us in time.

MR BALFE: Yes.

MS BARTLE: Great, thank you.

MR BALFE: Thanks a lot.

CR MACRAE Thanks a lot, Mike. See you later.

MR DAVID VINICOMBE & MR SABA KIRUPANANTHER
representing the Town of Claremont

MS BARTLE: Have a seat, any seat.

MR VINICOMBE: Never been to one of these before.

MS BARTLE: Good, we'll put you through your paces. So thank you for coming along, welcome.

MR VINICOMBE: Thanks for inviting me.

MS BARTLE: Obviously these are the public hearings in relation to the Metropolitan Region Scheme amendment on the rationalisation of Stirling Highway Road Reserve. I'm Megan Bartle, I'm the Chair, and this is Corinne MacRae. Our third panel member is recovering from emergency surgery so he's an apology today and we have John O'Hurley from the Department as our technical support. You would be aware, but I'll recap, that we are representing the WA Planning Commission in these hearings. We are the ears for the Commission, if you like.

We've got a copy of your submission. We've read it, we will re-read all of the submissions after the hearings again but this is the opportunity for you to give your verbal presentation and to ensure that we understand all the points that you're wanting to make. The hearings are being recorded. The transcript of them and the recommendations will be a public record. We'll give you approximately 15 - no, you've got extra time. Half an hour, 35 minutes, to do your presentation and then we'll have perhaps some discussion at the end of that. So if you wouldn't mind stating your names at the beginning, and I will hand over to you.

MR VINICOMBE: Okay, my name's David Vinicombe. I'm the Executive Manager of Planning and Development Services at Claremont, and Saba - - -

MR KIRUPANANTHER: Kirupanather. Saba Kirupanantha, Executive Manager, Infrastructure.

MS BARTLE: Thank you.

MR VINICOMBE: Look, I'll probably be doing most of the speaking today. Saba and I put the report together to Council back in August last year. Essentially, we wanted to be proactive in our response. Wanted Council to make some positive comments and I suppose critical appraisals, and suggestions in how things could be improved because we do note that some of our neighbouring Councils were raising significant objections. There was a lot of significant angst against the proposal.

But I suppose we took the view that if we could provide conditional support on the grounds of the proposal, ensure that the six lane highway doesn't proceed, that would be beneficial for the town and I suppose provide constructive comment to achieve modifications to the proposed reservation and carriageway outlines to save significant development and the cultural environment on the highway. As part of that, we assessed 24 heritage properties and iconic trees in the Town of Claremont.

Subject to design modifications, as we've detailed in our report and in the submission, effectively only two of the heritage items - one being the war memorial on the corner of Bayview Terrace which we're in the process of negotiating re-allocation into the Town of Claremont park and a Norfolk Island pine on the verge of 308 Stirling Highway, we believe that all the other heritage items can be preserved with the project.

From the perspective of Council, we tried to keep the Council focused on the impacts of the reservation, not so much the carriage way. But in some instances, we did have to look at the carriageway implications and we tried to get the Council to accept that the reservation would accommodate for future transport needs and to consider that the road design, including traffic management treatments, will be subject to the detail of design phase.

One exception to this was the intersection of Stirling Highway with Stirling Road and proposed reservation in that location would have a sever impact on the recently constructed development. Saba has been working with main roads to bring about some design changes to intersections, to effectively reduce the modifications. So I'll actually hand over to Saba here.

MR KIRUPANANTHER: So that accommodates without impacting on the existing buildings and I think - this is the design, still not finalised, but this is more or less near finalising with Main Roads. But they're asking us to just sort some minor modifications for the traffic signals, but without impacting on the buildings, yes, and what we are planning is to propose from Stirling Road, having a left slip lane from Stirling Road.

MS BARTLE: From Stirling there, okay.

MR KIRUPANANTHER: Yes, left slip lane and one, two and right turn, and another (indistinct) right turn lane. So that's the main modification of this (indistinct) but without impacting the building on the north east corner.

MS BARTLE: Yes.

CR MACRAE That's the new one, isn't it?

MR KIRUPANANTHER: Yes, that's the new one, the closest one. The one here.

CR MACRAE How did you manage to get (indistinct) - - -

MR KIRUPANANTHER: Yes, because we already took some - I think with WAPC, Department of Planning and the Main Roads we just got some space but that was not ideal, but we just managed to get a left slip lane to accommodate about four to five cars so that they can slip, yes.

MR VINICOMBE: Okay, the amendment documentation indicates the concept design plans provide for an adaptive design to minimise the impact on State Heritage properties. But Stirling Highway in Claremont is full of locally significant properties as well. So our heritage Officer assessed the amendment relevant to the heritage properties placed under the national trust, the state heritage register and our local MI, and we assessed 24, and we believe that apart from the two there could be modifications to assist in resolving or retaining those buildings.

One of them, for instance, was - and it was recognised already, but - the rebuild of Council chambers on the corner of Bayview Terrace and you'll see on this plan which I think is an extract from one of them, the building went into the reserve but the reserve reservation plan was modified, wasn't it?

MR O'HURLEY: Yes, the buildings excluded from the reserve.

MR VINICOMBE: Yes, that's right. But particularly we did have some concerns about the buildings on the corner of Bayview Terrace, the Bayview Terrace shopfronts. Traditionally we've got verandahs and posts along through this area and we believe that with some modification to the design, instead of having an apex up in the middle of the intersection, if we put an extra tangent in, reduce some of the design characteristics to accommodate the retention of those buildings.

So we've made that submission formally and I can leave one of those with you, that has an impact on essentially the buildings either side of Bayview Terrace. It would result in the removal of the war memorial and we are negotiating that at the moment, with discussions with the RSL, and they would go into a park redevelopment on the south east corner of that site. It would also involve the removal of the ugly green (indistinct) building on the other side of the intersection of Bayview Terrace, that south western side. We see that as, I suppose, the collateral damage in the intersection design and we're not too worried about that one.

We did also note that there's some iconic trees along the highway, particularly the iconic tree outside of Christ Church. This is a stone pine. It's over 100 years old located on the corner of Queenslea Drive and Stirling Highway, and if the additional bus lane is proposed through that area it would require removal. I suppose from our perspective, we see that the tree is a mature specimen considered to be in reasonable health and vigor, although the tree had showed some decline in recent years. It's now holding its condition and looks like it's stabilising.

We believe that the tree will live for at least 120 years, so it's got at least another 20 years left and we are getting a report into the condition of that tree done at the moment. This point is recommended; that Council request that the carriageway design for this intersection

includes the additional bus lanes be delayed for a period of two years to enable further assessment of that, the longevity of that tree. It is quite a cultural item on the highway.

MS BARTLE: Yes, I think we are all familiar with that.

MR VINICOMBE: I suppose a lot of our submission is about design standards and as with all planning matters there's compromise between differing standards and I suppose we believe that it's apparent that from a review of the carriageway plans and requirements that impacts on the proposed reservation could be substantially reduced to the benefit of retention of residential character and streetscape by simply varying some of those design standards.

These could include reduction verge widths, carriageway widths, median island widths, reduction in the number of bus lanes, bicycle lanes, removal of turning lanes at intersections and encouragement into railway reservations, realignment into properties with less culturally significant and properties of less heritage value.

We did have some concerns raised by some of our members of the community and Councillors in relation to the proposals for Walter or Vaocluse Street are two streets which are proposed to provide for right hand slip lanes between Loch and Leura Avenue. Without looking at the (indistinct) of the details of the local road network, we believe that these proposals will put pressure onto the surrounding streets. It was believed that it's best to leave the design detail for these elements or the actual construction elements to the Main Roads in consultation with the town and effected residents at the design stage.

In terms of our recommendation that we made, specifically we're talking about making positive comments and talking about the reservation, primarily but where appropriately, linking into design standards to facilitate improved intersection geometry, modifications to alignments, carriageways et cetera to save the significant buildings. We have gone through and we give a detailed analysis of each individual property and make recommendations on each of those to reduce the impact.

We wish to reiterate that traffic management treatments at each intersection and mid-blocks along Stirling Highway be considered in the detailed design stage by Main Roads. It should be noted, however, that intersection and turning lane movements will be a significant factor to resolve in the detailed planning of the project as they will impact on the neighbourhood amenity and traffic in the local streets. In this regard, all of the property owners should be consulted as part of the detailed design stage. And that's not just the land owners on the intersection, it's the impact at streets of the broader area.

We also request that the Department of Planning and Main Roads review the carriageway plans and land requirements, and changes to plans to reduce impacts of the proposed reservation on the built and cultural environment, and I don't need to go through all those matters again. Saba will talk about some of the other options which we looked at going further afield from the amendment itself, looking at different ways of handling traffic through the pin point that we have, with pressure point in Stirling Highway.

MR KIRUPANANTHER: Yes, the first one, we already spoke to Main Roads and John's team, and they initially looked at it is to reduce the speed in the section of Claremont because that is one of the pinch points between Leura Avenue and Stirling Road for the design speed is reduced from 60 kilometres per hour. Initially we started with 40 but we are happy to go for 50 so that the design standards could be lowered, the lane widths and things, so that we can get some advantage of the pinch points and the restricted reserve width available. So that's one of the main points that Council would like to request.

The other ones are instead of the solid median islands, what we are requesting is whether we could have a painted median island so that would help in a way that could be utilised during peak time on the (indistinct) - morning and evening peak times - so effectively they can add another lane. Being 5.5 metre median, it's included in that current concept plan that could help - not only for the (indistinct) during peak times and also for future if there is any tram facilities or any other modes of transport could be available.

Initially the Council really also requested - and WAPC acknowledged - about the cycling lane, on road cycle lane. But there is a compromise that has to be made, as David mentioned, if there are some concession and compromise has to be made by both parties, so we are happy if a cycle lane could be - on road cycle lane could be removed because there are other PSP along the railway line and other cycling facilities are available in local roads, interconnecting major activity centres like UWA and Charles Gairdner Hospital, and so on.

There is a Fremantle to Perth PSP along the railway line as well. The other important one is that Main Road is progressing with the intelligent transport systems, so if there can be some coordinated signalling and other introduction of other intelligent transport systems that could also become very effective in the functionality of the traffic without increasing the number of lanes. The one that Councillors are very particular to see whether that could be accommodated is the realignment of Bay Road and Loch Street because there is a significant moment of traffic from the south of the highway to the north of the highway at these two intersections, but they are only just a few metres apart. Maybe about 25 metres apart.

But Loch Street is a signalised intersection whereas Bay Road is not and taking a right turn from Bay Road onto the Highway is a very, very difficult - especially during peak times. So what the Council is requesting is to see that it could be combined as a combined traffic signalised intersection. Because that's a major link from south to north of the highway. The other one is about the median openings of Walter Street and Vacluse Street be closed under the carriageway of plan. As David mentioned, that could be recommended now and then when Main Roads come with the detailed design stage, maybe that's another area because definitely we have some significant local impact to the local residents and local streets.

MR VINICOMBE: Okay, so that's about it.

MS BARTLE: Can I ask straight off - Saba, you said you've had these discussions with Main Roads.

MR KIRUPANANTHER: About the - what? For the speed limit mainly?

MS BARTLE: Yes, for speed limit and also you said you'd talked about this intersection. That's for Stirling Road.

MR KIRUPANANTHER: Yes, that is merely - we are about to construct in the next couple of months.

MS BARTLE: Right, and this proposal that you've put forward, the Bayview Terrace/Stirling Highway intersection re-configuration - have you spoken to Main Roads about that?

MR KIRUPANANTHER: Not directly.

MS BARTLE: Not directly?

MR KIRUPANANTHER: Not directly to this (indistinct) but they are also initially agreed on the right turn pocket from Fremantle to - yes.

MS BARTLE: Coming - yes. Okay, I just wondered about what feedback you'd gained at this point in time.

MR KIRUPANANTHER: Yes, so they are agreeable for the right turn pocket but we didn't specifically speak about this modified - and the (indistinct) - - -

MR VINICOMBE: This is purely through this process.

MS BARTLE: This is just here, okay.

MR KIRUPANANTHER: The war memorial shifting we earlier agreed but now we are looking positively and we had a meeting with the RSL as well recently. The CEO and myself had a meeting about a month ago and the RSL person is in favour of looking at options, so we now going to assess the feasibility of relocating that sometime - I don't know whether it's feasible, but I don't think they would like to build a new one but they like to be relocated, which we are not sure whether structurally that is a positive thing. So we are now trying to get some structural advice on that.

MS BARTLE: From what I'm hearing, you might want to talk to the community, too.

MR KIRUPANANTHER: Yes, that's right. But generally community - once (indistinct) they are generally agreeable but RSL we had a positive response from the President.

MS BARTLE: Good. Corinne, did you have any questions?

CR MACRAE Yes, just what is your view on the number or the need for a number of bus jump queue lanes?

MR KIRUPANANTHER: You want to answer or I'll answer as well? You're the (indistinct).

MR VINICOMBE: Both of us - I suppose from my perspective, if it was a bus bay lane that's going to destroy a significant tree then we would see that - you know, we'd like to see a compromise there but from a traffic management point of view I don't have any specific objection to it.

MR KIRUPANANTHER: No. We definitely support Council, we developed the Connecting Claremont document which is transport oriented approach to Claremont traffic because they will realise - and the Council acknowledge about ten, maybe six years ago, that there cannot be a solution for traffic condition without supporting the public transport system, including bus, train, interconnecting transport modes, cycling and pedestrian activity.

So from that angle - and we develop this document called Connecting Claremont because a transport oriented plan instead of a purely traffic oriented solution - from that, there is a definite support from the Town of Claremont and the Council for the public transport system. So queue jumping will obviously encourage and facilitate more efficient movements of the public transport. So we are in support.

MS BARTLE: I don't have any specific questions. I mean, it's a very thorough submission and we know where to find you if we have any further queries but appreciate you coming in and going over that with us. Claremont's one of the big issues, I suppose, for - and a number of submissions have come in relating to all sorts of issues but this is obviously a pinch point for all the traffic.

MR KIRUPANANTHER: Yes, that's right.

MR VINICOMBE: I suppose one thing which - I mean, I know some submissions related to how you deal with development along the highway and, in fact, we have been receiving submissions on development applications where neighbours are objecting to development to where parking will be reduced as a result of the highway reservation, and the approach that we have taken is similar to what was done at the City of Canning, and that is we'll do a scheme amendment to alter our development standards when it relates to a highway widening matter. So, it's something we're working proactively towards and it's been able to get over a lot of development application issues in the meantime.

CR MACRAE So you would reduce the standards?

MR VINICOMBE: Reduce the standard, yes. It's one of the provisions in the town planning scheme 40 from resulting from the highway widening project for Albany Highway.

MR KIRUPANANTHER: I just want to put forward another plan which was the Stirling Highway and Leura Avenue intersection which is also - we are trying to get some fund because unfortunately due to some (indistinct) the cost has gone up by another 300,000 so there is a delay in getting some additional funds, but this is another proposal at the highway and Leura Avenue intersection to allow two right turn lanes and one left slip lane as well. So this will become very efficient, flow through traffic in both directions.

CR MACRAE I just have one question, actually. It was the first question I was going to ask you but it slipped my mind. I notice that you haven't got the Zenith building on your register - either current or proposed. Is there a reason for that?

MR VINICOMBE: Don't know.

MS BARTLE: No? That's okay.

MR VINICOMBE: No, we are doing an MI review and it's about to come to Council in the next month or so. There was proposal to drop 140 which - is this being recorded still?

MS BARTLE: Yes.

CR MACRAE Yes.

MR VINICOMBE: And that's been significantly reduced because the reasons for some of those removals didn't really stand up, so we've significantly cut back on that. But we've got a significant number but I can't recall the Zenith building.

MS BARTLE: Right, thank you. we have a quite a long way to go still with hearings. We've got a number of days over a number of weeks of hearings ahead of us, then the report with recommendations has to go the WAPC, and the obviously to the minister. So this has got a way to go but you will hear back from us in time. So thank you very much for your times, we appreciate it.

MR KIRUPANANTHER: Thank you very much to you all as well and John, especially, have been always doing the right thing with us.

MS BARTLE: Yes, hard worker. Great, thank you.

MR VINICOMBE: Thank you.

CR MACRAE See you later.

Transcripts of hearings

Day Three

Wednesday 16th October 2013

Minutes of the Committee hearing submissions on Metropolitan Region Scheme Amendment 1210/41 - Rationalisation of Stirling Highway

DAY THREE - Wednesday, 16 October 2013, 140 William Street, Perth

The composition of the hearings committee was endorsed by the Chairman of the Western Australian Planning Commission on 13 August 2013, in accordance with the 27 October 2009 resolution of the Commission.

Chairperson	Ms Megan Bartle	Member of the Statutory Planning Committee
Members	Cr Corinne MacRae	Local Government
	Mr Kent McDowall	Independent, with Transport Expertise (<i>Apology</i>)
In attendance	Ms Marija Bubanic	Department of Planning
	Mr John O'Hurley	Department of Planning
	Mr Steven Radley	Department of Planning

The presiding officer acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed those present. Presentations to the Committee commenced at 10.39am.

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

The following people made presentations:

- 1) Mr Steve Artelaris (Steve Artelaris Architects) for submission number 138.
Mr Artelaris represented himself.
- 2) Mr Alan Gray for submission number 398.
Mr Gray represented the Anglican Church, Diocese of Perth.
- 3) Mrs Virginia Rivalland for submission number 443.
Mrs Rivalland represented Daniel Rivalland and herself.
- 4) Mr Timothy Wright (Wrightfeldhusen Architects) for submission number 619.
Mr Wright represented himself.
- 5) Mr Rocco Nardone for submission number 26.
Mr Nardone represented Conpec Pty Ltd.
- 6) Mr Frank Lopresti and Mr Mario Gorgano for submission number 302.
Messrs Lopresti and Gorgano represented Frank Lopresti.
- 7) Ms Alex Jones for submission number 424.
Ms Jones represented herself.
- 8) Mr Andrew Thorpe and Mr Murray Archibald for submission number 426.
Messrs Thorpe and Archibald represented Greg Poland.

- 9) Ms Susana Kendall and Mr Rhys Edwards for submission number 444.
Ms Kendall and Mr Edwards represented Rhys Edwards.

The following person cancelled their appointment with the Hearings Committee:

- Mr Andrew Jackson for submission number 463, representing on behalf of all owners of Greenough Home Units.

Ms Bartle declared the hearings closed at 3.13pm.

Chairperson: 

Date: 12.12.13.

MR STEVE ARTELARIS
representing himself

MS BARTLE: Good morning and welcome.

MR ARTELARIS: Thank you.

MS BARTLE: We'll get started. You're the first cab off the rank today, so I welcome you. These are the hearings for the Metropolitan Region Scheme Amendment and Rationalisation of Stirling Highway Road Reserve. As it's the beginning of the day, I'll acknowledge the official owners of the land on which we're meeting, the Noongar people. I'm Megan Bartle. I'm the chair. This is Corinne MacRae. Our third panel member is on leave. He's recovering from emergency surgery, so we allow him to be an apology today.

MR ARTELARIS: Yes, fine.

MS BARTLE: And we have technical support from John O'Hurley from the Department of Planning. I think you've been given quite a lot of information but just to recap, we are representing the WA Planning Commission at these hearings. We have a copy of your submission which we've read, we will read them again before any decisions or recommendations are made but we're here to listen to you and make sure that we understand all the points that you would like to get across. You have 15 minutes to make a presentation and that allows a little time afterwards for us to have some dialogue with you. So if you wouldn't mind stating your name at the beginning because this is being recorded and as much as you have requested a private hearing, which is fine - no other public are here - this is recorded and the transcript of this, along with the recommendations, do become public record. So I'll hand over to you.

MR ARTELARIS: Okay, thank you. Good morning, everyone. Thank you. My name is Steve Artelaris. I, through an operating company, own the property at lot 12, 561-563 Stirling Highway, Cottesloe and that's why I'm here. I thank you for the invitation to attend in relation to the MRS proposed amendments, 1210/41, being the rationalisation of Stirling Highway reserve, and I appreciate the time and effort that you've made to date. I'm sorry my presentation isn't of any high tech or - - -

MS BARTLE: That's fine.

MR ARTELARIS: - - - notion and no bells and whistles, but I've got a fairly simple message, so apart from the fact I'd just like to show you a couple of plans that you've probably got - and I didn't know how much you had in front of you, but probably a wider sweep of photographs as well that might be of interest to you as well.

MS BARTLE: Thank you.

MR ARTELARIS: Is that the wider one? Is that the same?

CR MACRAE: The same.

MR ARTELARIS: That's the same. Yes, that's all right. I just give you those because it's probably important to know the periphery and the actual precinct, if you're not aware of it.

MS BARTLE: We have walked down the Stirling Highway reserve but, yes, it always helps to have photos.

MR ARTELARIS: Yeah, it is important to have it in front of you, and unfortunately or fortunately - let's say fortunately - I've lived and breathed the area for all of my life. I may comment later on that my mother's lived in Boreham Street for 50 years, which is just up the road, but I won't dwell into that at the moment. I'd just give a little brief history of the building. The building is in Federation free style, which was built by Francis Sproule and his family in 1903, and yes, the Sproule Coffee Palace sign at the parapet level is the original sign on the building.

The name Coffee Palace was a way of saying accommodation where alcohol was not sold in those days; it's not the Dome Palace, where they sold a lot of coffee. In the temperance days of the early 1900s, hotels such as the Albion would have been the only accommodation where selling of alcohol was available. So the Coffee Palace does have some synergy with Cottesloe, Napoleon Street area with all its many coffee shops, but I doubt if it had as many fashion boutiques in its time.

As far as I can ascertain, it's been continuously occupied for its entire life. It has had many conversions over the time, from grocery shops to antique dealer shops, but most variations had accommodation above. We can all remember its many recent restaurant iterations and its infamous or famous (indistinct) nightclub of our youth, where the red convertible car pierced the upper façade in the 70s and 80s. I've owned the building for 10 years. It's been a health club at ground level and a function centre on the upper level in that time, and probably was so for about five or so years prior to it.

My intentions have always been for the property to be a long-term investment for the family and the current leases run to 2022 and beyond. At the time of purchase there was no road-widening easements proposed on the land titles of the property, though I subsequently understand and know that there have been - there has been a longstanding MRS road reserve plan which cuts almost a 50-metre swathe either side of Stirling Highway for a good portion of road. This is so imposing on many of the properties along the length of Stirling Highway; nobody believed it would be achieved, for so many practical reasons, so it was largely being dismissed over time.

My mother's property, which I now can get to, was five lots, blocks or landholdings, from Stirling Highway in Boreham Street and apparently was on the MRS road reserve. As she has lived there for 50 years without being aware of that actually being the case, until recently when I'm not sure if it was WAPC or whoever wrote to us at the time extinguished some of those road reserves in that area - so she was quite surprised, even after living there for

50 years, that that road reserve was so imposing on either side of Stirling Highway, but the road reserve strangely stopped at Jarrad Street.

Heritage listing: my property is not formally registered with the Heritage Council of WA or the local authority. It is, however, on the Town of Cottesloe category 2 list of buildings of interest which gives the council a substantial say in what you can do to the building as I found out when in 2006 I dabbled with the idea of extending the building with an upper level residential addition. My background is in architecture so I couldn't help myself in that sense to see what I could get away - not "get away"; that's the wrong word, isn't it?

MS BARTLE: "Achieve."

MR ARTELARIS: "Achieve" - what I could achieve, and the council was actually at the time very responsive to it. The council was still but quite strident in their view of what we could and could not do, especially with the Federation façade, and concluded we should, if we were to proceed with that - the input of a heritage conservation architect would be appropriate, and that's quoting their statement, so I allay that because I'm halfway between wanting the façade and building to be heritage listed which would then, you know, save the façade and not impose the road-widening, but in another sense it does restrict you quite appreciably if it's listed and what you have to do with the building. So I am caught in that middle ground at the moment.

I do understand what WAPC is attempting to undertake with this rationalisation of Stirling Highway, and in general I believe the highway needs a long-term plan and targets set to complete the upgrade to bring this important arterial road into the 21st century as soon as possible and the intended reduction of the road reserve affecting my property, however, does still have huge ramifications on its future viability. Whether you take two metres, 20 metres or 50 metres for the road reserve, with the heritage façade being built right up on Stirling Highway, as you can see on the photographs, any such work would not only destroy the visual integrity of the building, it would also destroy the structural integrity. The building is over 100 years old, as I've said before, and the essence of the building is in the front façade.

I understand that quite a number of properties will claim this similar heritage defence and it will be quite a task for your department to discern the merits of one from the other; for example, if the Albion Hotel or the NAB or the National Bank building on the corner of Napoleon Street and Stirling Highway considered in with similar characteristics of heritage, no front setback and located on the same west side are being preserved, every effort should be made to preserve my building in its entirety, but I suspect the current scheme affects these buildings as well and that's where I'd like to bring to your attention that plan that I've given, because I think I'm being asked to relinquish about 1.9 or so - let's call it two metres, and that's where I've highlighted them. Mine is the small building, and then the NAB building is there and there and from what I can glean, unless there are better plans that you're aware of, it appears to me, and maybe the officer can reveal that, I believe two metres is being planned for all of those.

MS BARTLE: It does affect those properties as well, yes.

MR ARTELARIS: Yes. So I'll leave them to fight their arguments, if they're fighting it, but I do believe it is quite a significant change for just taking two metres, and that's where I highlight that I believe the additional two metres could be taken from the east side of Stirling Highway, if that is the desired outcome. I'd like to put my designer's hat on now and say from what I can glean of the - and I'm not a road designer; I'll clarify that. From what I glean of the initial road design drawings, there is the intention to accommodate four lanes of cars, a right-hand slip lane into Leake Street, two bus stop lanes and two bicycle lanes in the width of the road reserve.

This area everybody understands is a pinch zone that exists along Jarrad Street, Napoleon Street and Station Street. That length of Stirling Highway is restricted in that regard and I assume that the five-metre wide central median strip planned for other sections of the highway are not being considered in this pinch zone because it just wouldn't be viable. This is way too much, and I believe something has to give. Biting into existing properties will be problematic, so I believe serious consideration should be given to eliminating bicycle lanes and sending them to the railway reserve where they belong, well away from vehicular traffic, and if the bicycle route along the railway reserve was completed it would be used in preference to battling with the vehicular traffic.

In summary, taking two metres off the front of my property would essentially be taking the whole worth of the property. I therefore would like to register my objection to any future road reserve affecting my property on lot 12, 561 and 563 Stirling Highway, Cottesloe.

MS BARTLE: Okay. Thank you. Corinne, do you have any questions or points?

CR MACRAE: No, I think you have covered everything, actually, with respect to (indistinct)

MS BARTLE: It's interesting that it's not listed on the municipal inventory with Cottesloe.

MR ARTELARIS: It is.

MS BARTLE: It is?

MR ARTELARIS: It's a category 2, which is sufficient for them to influence you when you put an application in to modify it but not enough to force you to - well, I have been up keeping it because it's commercially viable to do so. I have put a new roof on it recently and kept the paintwork up and the general maintenance, but if it was heritage listed or if it was on their category 1 listing, I think they would insist on some formal upkeep and be interested in absolutely everything that you did with the building. So it is in that fuzzy area and I do believe - I think I was researching - it must have been done in the last year or two where I think you have received that same assessment of the building; that is, it isn't heritage listed but it's a building of interest.

MS BARTLE: Okay. You have made your point very clearly and we do understand it. There are a number of buildings in a similar situation but yours is certainly a heritage building of interest for everyone. I mean, it is an iconic building for the area. I think everybody's familiar with it. We have quite a long way to go in this process with the amendment. We have got a number of days of hearings ahead of us and then recommendations and reports to be written to the WA Planning Commission, then on to the minister. In time you will hear back from the commission, but it will take some time for this to be resolved one way or another.

MR ARTELARIS: Sure. Are there any time frames with regard to - I know the decision will be made. What about a time frame for this to be practically put in place?

MS BARTLE: Implementation? Probably at least 20 years. There is no forward planning and no budget allocation through Treasury or Main Roads to actually undertake any of these works at this time. The exercise at this point is purely to have a look at - - -

MR ARTELARIS: Rationalise.

MS BARTLE: Yeah, the existing reservation and see if it's appropriate.

MR ARTELARIS: Okay. I won't bring up my suggestion that they should put the arterial road up the railway reserve and combine it all once and for all.

MS BARTLE: You wouldn't be the first.

MR ARTELARIS: I wouldn't be the first, no, so I wouldn't be claiming any copyright there.

MS BARTLE: I think good ideas have a number of fathers.

MR ARTELARIS: Yes. Thank you very much for allowing me to attend.

MS BARTLE: No, it's a pleasure. Thanks for coming in.

CR MACRAE: Thank you, Mr Artelaris.

MS BARTLE: Bye bye.

MR ALAN GRAY
representing the Anglican Church, Diocese of Perth

MS BARTLE: Good morning.

MR GRAY: Good morning. Any chair?

MS BARTLE: Any chair, wherever you'd like to sit.

MR GRAY: Thank you.

MS BARTLE: Welcome to the public hearings in relation to the Metropolitan Region Scheme 1210/41 on the rationalisation of Stirling Highway Road Reserve. I'm Megan Bartle. I'm the chair. This is Corinne MacRae.

MR GRAY: Hello.

MS BARTLE: We have technical support from John O'Hurley from the Department of Planning today.

MR GRAY: Yes, I've met before.

MS BARTLE: Just to recap, we are representing the WA Planning Commission at these hearings. We have a copy of your submission which we've read and we'll reread, so this is an opportunity for you to give your presentation and to make sure that we are fully aware of what the points are that you're wanting to get across.

MR GRAY: Yes.

MS BARTLE: These are public hearings and they are being recorded, so the recommendations and a transcript of this will be publicly available in time on public record. You have got about 15 minutes for your presentation. If you'd like to state your name and then we'll have a bit of dialogue at the end.

MR GRAY: Sure. My name is Alan Gray. I work for the Perth Diocesan Trustees. I won't need 15 minutes.

MS BARTLE: Okay.

MR GRAY: Thank you for giving me the opportunity to present here today. We've got two concerns, two sites: Christ Church in Claremont and the other one is Mosman Park. I'll deal with Christ Church first. You've already had our letter of submission which we tried to make it as clearly as we possibly could. I know that you've already had representations from Father Peter Boyland and Ian Flack and I believe one other but I don't know, so I'm not going to reiterate those points because you'll be familiar with them.

Just three points though. We felt that there was no evidence that the proposed road-widening would actually cut travelling times and we felt that if there was an increase in the road capacity, it would be lost, the road would just split up with traffic in a metropolitan area and we felt that the opportunity to widen the road was lost when the development opposite, which I think is the Claremont-quarter, when that was actually developed. So really they're the only three points we wanted to make in addition to what we've already put in writing.

MS BARTLE: Okay, that's fair enough. Is that it?

MR GRAY: That's it. I'm not going to go rambling on because we felt that we - you know, I crafted the letter in a way that it made it quite clear it seems.

MS BARTLE: Yes, it is very clear.

MR GRAY: We just wanted to do bullet points: these are our objections and to make them quite clear.

MS BARTLE: All right. Corinne, did you have any questions?

CR MACRAE: The service station site - - -

MR GRAY: That's the next one. I'm coming to the Claremont site.

MS BARTLE: Okay. That's fine. We'll let you go through.

MR GRAY: Mosman Park and the parish of St Luke's. Firstly, the impact on the heritage listed St Luke's Church is actually minimal. It doesn't actually affect the church itself. It's really just the wall on the outside, which is set a long way from the church, so whilst we put in a letter there, we put in a point, the realignment and that's all it would be would be minimal but we would just have to realign the entrance to the church. I've put up new stone pillars et cetera, but it would only need a slight realignment and it wouldn't impact on the activities of the church or the parish whatsoever.

MS BARTLE: Because it's quite a long - - -

MR GRAY: A long drive; I would say probably 30 to 40 metres, actually. It's set well back from the road

CR MACRAE: Yes.

MR GRAY: And unlike Christ Church, you can't see it from the road.

MS BARTLE: No, you do notice it - - -

MR GRAY: You have to drive into the - Christ Church is obviously on a prominent corner. What's more concerning about it is we actually own the service station next door. We do receive, or the parish actually receives considerable income from that lease on an annual basis. Should the road be realigned, then we would lose four pumps without a doubt, and the current lease allows the leaseholder to withdraw should either that happen or should access to the service station be affected in any way.

I think we've put it in our submission that if you're looking to put in a central reservation, they would probably pull out because they would deem it was unviable as an operation, as a commercial operation. Compounded with that is the fact that the Town of Mosman Park have zoned that site for a service station, so we'd have to go through a whole rezoning if we were to look at redeveloping that site for any other use but a service station.

I'd like to be able to tell you what the income is or probably what we're making but due to commercial confidentiality - - -

MS BARTLE: Yes, I can understand that.

MR GRAY: - - - and because this is a public hearing I obviously - - -

MS BARTLE: I understand that.

MR GRAY: I'd have to write it down.

MS BARTLE: We could all take a guess at your submissions that they would generate a fairly good income.

MR GRAY: So as with Christ Church we felt that we've put enough information in the letter to put our concerns across. We've put in a few photographs just to demonstrate that point.

MS BARTLE: Yes, that helps.

MR GRAY: Apart from that, we really don't have anything in addition to what we've already put in writing.

MS BARTLE: Okay, good. Is that it? Any other things you wanted to raise?

MR GRAY: No, that's it.

MS BARTLE: That's it, okay. Would you like to ask anything (indistinct)

CR MACRAE: No. No, it's a pretty busy little station, isn't it?

MS BARTLE: Yes, it is.

MR GRAY: It is.

CR MACRAE: It's on the correct side of the road as well.

MS BARTLE: That's it.

CR MACRAE: It's the going home traffic; it picks up the going home traffic.

MR GRAY: Yes, and there's a Caltex I think a bit further down, actually. From what we understand, there's quite a - I guess it's like supermarkets really; there's quite a war to get the best location for service stations. Although the actual operators will always maintain they make more money out of a Mars Bar than they would out of a litre of petrol, you don't often see the main chains like Shell or Caltex or BP shutting down.

MS BARTLE: No, they don't.

MR GRAY: No. It may be independent operators.

MS BARTLE: Yes.

MR GRAY: We own another one out in Cannington, a Liberty one, yes, and we know that they're doing very well, and they're peruvian, their profit and loss statements too, but I suspect that, you know, they like the location because it captures that traffic on the way home.

MS BARTLE: Yes. They seemed to do a real rationalisation themselves about 10 years ago along with some - - -

CR MACRAE: Yes.

MS BARTLE: But these are the prime spots that were never going to go.

MR GRAY: No, and that's why for us it's an important location, because of the income it generates for the parish.

MS BARTLE: Absolutely. I understand. Have you anything else that you wanted to ask questions on?

CR MACRAE: No, thank you very much.

MS BARTLE: Thank you. Your submissions are clear and succinct. I think we understand the situation quite fully. We have quite a long way to go with our hearings. We have a number of days over a number of weeks yet.

MR GRAY: I understand, yes.

MS BARTLE: Then it's a matter of writing up recommendations and reports to the commission and then they go to the minister. In time you will hear back as to what the outcome is.

MR GRAY: I think it was alluded in correspondence, it may be a year's time or something, or middle of next year, given the time frame it takes to go through the submissions.

MS BARTLE: That's right.

CR MACRAE: That would just be going to parliament, but then of course there's the implementation which we're looking at - - -

MS BARTLE: That's away - yes.

MR GRAY: Yes, if that's the recommendation I guess though.

MS BARTLE: This is not dealing with implementation at all.

MR GRAY: No.

MS BARTLE: There's no forward budgeting or planning for implementation at this time, so it would probably be at least 20 years.

MR GRAY: Yes, which is obviously sort of a long way - - -

MS BARTLE: It is. That's right.

CR MACRAE: But it does allow the reservations to rationalise. It gives certainly a lot more certainty for landowners.

MR GRAY: Yes, yes, which I understand for some landowners, they've had that hanging over them for a long time.

CR MACRAE: That's right.

MS BARTLE: That's right. Some of them have got a very wide reservation just about covering their properties.

MR GRAY: Yes.

MS BARTLE: Currently.

MR GRAY: Currently, yes. We've had another church up in Nedlands and that wasn't affected at all, so we're just really looking at the two that affected us.

MS BARTLE: I think that's the point that's probably worth making, especially when we look at the Christ Church one, is that if this amendment were not to go ahead as proposed, the existing alignment would remain in place, which is actually more onerous on a lot of properties.

MR GRAY: Yes, it is, but I guess we're only looking at our particular one, obviously.

MS BARTLE: Of course.

MR GRAY: We obviously recognise what the aim of the reservation is. It's just on that particular one, it's such a sensitive corner and, you know, the traffic - and the church is well used.

CR MACRAE: Yes.

MS BARTLE: Of course it is.

MR GRAY: Peter Boyland probably made the point, especially for weddings.

CR MACRAE: It's (indistinct)

MR GRAY: It's a very, very popular venue. In fact it is our most popular church for weddings within the whole diocese, which goes from Kalgoorlie to Perth and then down as far as Mandurah or beyond Mandurah, and you can't always get into the Cathedral.

MS BARTLE: All right. Alan, thank you very much for coming in.

MR GRAY: Thank you.

MS BARTLE: Yes, we will get back to you in time.

MR GRAY: Thank you very much for your time.

MS BARTLE: We appreciate it.

CR MACRAE: Thank you.

MR GRAY: Bye bye.

MS BARTLE: Bye bye.

CR MACRAE: Bye bye.

MRS VIRGINIA RIVALLAND
representing Daniel Rivalland and herself

MS BARTLE: Welcome to the public hearing on the Stirling Highway Road Reservation Rationalisation running at the moment.

MRS RIVALLAND: Okay.

MS BARTLE: I am Megan Bartle. I am the chair for the panel.

MRS RIVALLAND: Hello.

MS BARTLE: This is Corinne MacRae.

MRS RIVALLAND: Hello.

MS BARTLE: And we have technical support from John O'Hurley from the Department of Planning.

MRS RIVALLAND: Hello.

MS BARTLE: As you are probably aware, this panel has been convened and we represent the WA Planning Commission. We have a copy of your submission, each of us has read it and this is your opportunity to ensure that we understand your position and the points that you would like to make.

MRS RIVALLAND: Okay.

MS BARTLE: This is a public hearing, so it is being recorded and the recommendations and transcripts of these hearings will become public records. I will give you 15 minutes to do your presentation and at the end of that, that will allow some time for us to have some dialogue, so if you wouldn't mind stating your name as you begin and I will hand over to you.

MRS RIVALLAND: Yes, okay.

MS BARTLE: Thank you.

MRS RIVALLAND: I am Virginia Rivalland and this submission is on behalf of my husband and myself and relates to the property lot 9/121 Eric Street, Cottesloe.

MS BARTLE: Yes.

MRS RIVALLAND: As owners of this property, which will be endlessly affected by the proposed road reservation, we strongly object to the implementation of this revised plan on several grounds. Firstly, our concern relates to the disruption it will have on our lives. The

so-called rationalisation of the reservation will require complete demolition of the residence on our property. Our property at 121 Eric Street, which is on the corner of Eric and Stirling Highway, is a substantial Georgian two-storey residence, including a purpose-built surgery. It's deemed to be of considerable architectural merit, being the work of the renowned WA architect Marshall Clifton.

The proposed land resumption would require demolition of the house which, because of its iconic historical association with the Cottesloe area and the various doctors who owned the house and the surgery, we are sure would cause considerable community concern and disquiet if demolition actually were undertaken, and we certainly do not want to be involved in the destruction of this residence. In the meantime, with a 1930s house such as ours, considerable outlay is required on the maintenance and upkeep, and such necessities have now been placed on hold, as the uncertainty of what's proposed means that we are placed in a grossly unfair situation. We think it's quite untenable and are uncertain as to what action we should take for our future.

Secondly, of concern is the obvious devaluation of the property. The WAPC recognises in the amended report, which you probably have got there, the deleterious impact the now widely published reservation will have on any property nominated under the MRS. Appendix C notes that the selling the property on the open market "may be difficult." We contend the proposed reservation will have and is actually already having a substantial negative effect on our property. The adjoining property to ours, at 459 Stirling Highway, has been on the market for ever, 18 months to two years, and the deterioration to this building and its surrounds is plainly evident from the street.

In addition to the overall effect such an encumbrance has on the property values in terms of their resale ability, known I understand as urban blight, we have particular issues affecting our property. The cross-hatch proposed areas required on here will completely eliminate the dental surgery business which currently operates with council approval on site, and has done so since we purchased the house in 1995. The proposed land resumption requires demolition and would necessitate the relocation of this business, with the inevitable inconvenience, and there would be substantial economic implications, as any practice goodwill would have to be foregone.

The WAPC states in the economic subsection in the sustainability appraisal section of the report that, "The net reduction of the reservation will remove red tape associated with redevelopment, subdivision, et cetera." This might indeed be viewed as a positive, but in our case we have already spent upwards of \$8000 in a case opposed by the WAPC, seeking SAT approval for a subdivision of our property. We were successful, but the three-year approval process ceases in November this year, and the uncertainty of the situation has prevented us from proceeding with renewal of this application.

I should also add that the WAPC concept plan that came into our possession has provision for a flyover bridge at the Eric Street intersection over Stirling Highway, extending from Eric Street to Osborne Park, which would make access to any subdivided block at the rear of our property inaccessible and completely unusable. I should add that they deny that this - - -

MS BARTLE: That's not within our scope.

MRS RIVALLAND: No. I don't think many people have seen it. Anyway, we have. The WAPC report makes much of the so-called "quiet enjoyment that landowners will have with the long-term planning" - and it nominates 20 years plus - "that will provide certainty in making decisions in advance of roadworks." For those of us nearing retirement age with our superannuation tied up in the property, we take issue with what's viewed by the WAPC as an improved situation for those affected. We are unlikely to be around to take advantage of any compensation availed under injurious affection, so this idea of quiet enjoyment is of no advantage whatsoever to us.

I took the trouble to access the original Metropolitan Regional Planning Authority minutes from 1962 on, when the 80-metre reservation of Stirling Highway was being discussed and approved. What was instructed in these minutes was the frequent referral to the warning that compensation would need to be paid to landowners if the reserved land was purchased early. The instruction that particularly resonated was the comment that acquisition should be spread out as long as possible and 20 years was mentioned.

In this way, properties change hands and if no claim is lodged, no-one is compensated. That I am sure has been the case with probably many properties along Stirling Highway. We were not aware when we purchased our property that there was a reservation on it and I know that the neighbours who recently made a claim for injurious affection had their claim rejected because they were not the original owners when the reservation was gazetted. It's easy to see who benefits from this delayed implementation, and it's not those who will sell our property at a reduced price before the reserved land is actually required.

With regard to the actual road design concept outlined in the amended report, it's recognised universally I think that the effect of widening roads as a traffic management strategy actually serves to attract and encourage high levels of road usage, resulting in further congestion, which merely defers the traffic problem. On this basis, we contend this type of traffic management tool is outmoded and needs to be reconsidered because it doesn't actually solve the problem; it simply postpones the inevitable, and in this respect I draw the committee's attention to the actual design requirements as set out on page 1 of the document Introduction to Stirling Highway Reservation Amendment.

The traffic lanes for vehicles remain exactly as they are now; that is, the plan states, "Two lanes each direction similar to present." The additions to the plan are actually for a 5.5-metre central beautification strip - there is actually a strip already at our intersection - plus 2 by 1.5-metre bike lanes either along with verges either side. It's a mystery as to how traffic flow is to be improved with this plan which does not increase lanes for traffic. Additionally, there are already several bus priority lanes where buses can pull in and out of the traffic, whereas the plan mentions these as useful additions. We actually have one outside our place.

The traffic problem requires other strategies which should be underpinned firstly by proper community consultation. Such measures should include but are not restricted to education

which encourages and rewards greater increased use of public transport, the introduction of no dropping off zones for the private schools in the area - the traffic reduction decrease in congestion in the school holidays is very marked in this area - the alternative use of Curtin Avenue Railway Reserve as a traffic corridor rather than utilising this land for what would be substandard dense housing developments fronting a railway line.

Overall, we oppose the proposed amendment, which to our mind is readily identified as a rationalisation of the MRS Reserve. This positive label is actually something of a misnomer, as we have been advised by council over several years in respect of setback requirements and similar and that a maximum widening of five metres was what's in place. The fact is that this proposed setback to the western side of Stirling Highway will have a devastating on the social amenities of this area. It will be destructive to residents' lives as their properties decrease in value. Because of this, there will be no incentive to improve or even preserve these neighbouring properties.

The overall effect will be one of a depressed neighbourhood moving inevitably towards decline, and who would want to stay, live, be left or be part of such a community? The increased density of traffic attracted as proposed in the MRS will add to the impossibility of living adjacent to a highway. This will have a deleterious effect on Cottesloe as a suburb noted for its liveability and low-key lifestyle. The perceived social benefits of rationalising the reservation outlined in the amendment report, such as improvements to amenity, landscaping and streetscape, simply cannot be believed. What's proposed is destructive, not constructive.

We have been actively engaged in a number of planning matters over many years, providing input to council on a range of issues relating to town planning schemes, et cetera, one example being a submission to the Main Roads Department in WA in relation to the 2002 Stirling Highway Planning Study. Our views and objections expressed there remain the same; namely, we oppose any change that will result in increased traffic being brought into the area. Thank you.

MS BARTLE: Thank you. That's very eloquent. I will give you that back.

MRS RIVALLAND: Thank you.

CR MACRAE: I have a question about that plan that you showed us.

MRS RIVALLAND: This one?

CR MACRAE: Yes. Is that from the concept of the SAC Study or something like that?

MRS RIVALLAND: I'm not sure where it came from actually. It just was given to us because the person knew that we had applied for subdivision on our property. We'd actually had subdivision already approved. It's still there until November and so they gave this to us, knowing that this would affect any - because we did at one stage think we would build on the back of our property. We now will not do that, definitely not.

MS BARTLE: Could we have a copy of it before you leave? It's just for our records.

MRS RIVALLAND: Yes. I know that the WAPC deny that this is in place or likely to occur or whatever but it's somewhere on their records.

MS BARTLE: Yes, so that's why it's interesting for us. Taking all these things into consideration, it's handy to have all information, especially when you refer to it in this hearing. Marija, would you be able to take a copy of it? Just the one on the back, yes. Thank you.

CR MACRAE: So you bought the property in 1995?

MRS RIVALLAND: Yes.

CR MACRAE: Were you aware at the time when you bought it that there was a reservation incorporating most of the property?

MRS RIVALLAND: No.

CR MACRAE: They don't appear on titles, do they?

MRS RIVALLAND: No, they don't. I don't - because of the general feeling, I think, which I - because we have been to council quite a number of times about various issues and whatever, we became aware of it but they said, "Look, there's no way they're going to use this property, you know, this amount of 80 metres. It's just completely unrealistic," and we were aware that if you were doing development, you had to have a setback of five metres in there at this time, so that was the presumption under which we were operating.

When we became aware of it, when it really became an issue was when we put in for the subdivision, which was I think with the WAPC for at least three years before we got a decision, but we weren't anxious because at that time we weren't planning to do anything so we let it just ride. In fact, the town planner at Cottesloe sort of said "Oh" when we - he said, "Oh, I thought that had been approved," because he thought it was a sort of fait accompli. When they rang us up they said, "No, it was rejected because we require all of your property," which came as a complete surprise to me and I actually recorded verbatim what was said to me at the time.

Eventually WAPC - because this road reservation was actually being discussed, the amendment was being discussed at that time, was under review, so they didn't want to make any decision. The grounds that we got it on was when we went to the SAT, when we had to employ someone to write a submission for us and whatever, he had actually worked on the subdivision further down the road on Stirling Highway, which was fortunate for us because we were able to tell the conciliator person, mediator, that in fact the WAPC had already given approval for a subdivision further down the road, and he said to the WAPC, "Well, if that's the case, you really can't refuse this," so they had to do it, but it's now the three years

and up and we can see no prospect of us - and of course the application has now gone up to several thousand. It wasn't that before.

MS BARTLE: Yes, it has gone up a lot.

MRS RIVALLAND: So the application has gone up and we are not now of a mind to apply for that subdivision. The uncertainty is just that we just don't know what's going to happen with our property but we can see that it has been devalued because of this imposition on it at the moment.

MS BARTLE: You mentioned the historic value of the house.

MRS RIVALLAND: Yes.

MS BARTLE: It has certainly got a very interesting heritage.

MRS RIVALLAND: Yes, it has.

MS BARTLE: Has there been any discussion with the Town of Cottesloe about it being included on the - - -

MRS RIVALLAND: Heritage listed? It was. We had the heritage - we didn't actually want it necessarily on the heritage list but the architects who came through - the historical architects employed by Cottesloe came and looked and she said it has been sufficiently changed inside for it to be of interest but not necessarily of historical value in terms of putting it on there. It's a sort of second tier in terms of being - - -

MS BARTLE: Yes, category 2 or something.

MRS RIVALLAND: It's mentioned in the historical record of the history of Cottesloe. I think it's called the Town of Pines or something.

MS BARTLE: Okay.

MRS RIVALLAND: So it is mentioned there because it was - everybody recognised that house as having - it used to have the doctor's surgery in the front.

MS BARTLE: Yes, that's right.

MRS RIVALLAND: So it has a historical record in that respect.

MS BARTLE: There wouldn't be many people that don't know that property. It's just such an important intersection and site, isn't it?

MRS RIVALLAND: It is, yes.

MS BARTLE: Everyone is very familiar - - -

MRS RIVALLAND: And it's a beautiful old house with beautiful features in it. I mean, I do not want to be involved in the destruction of this house.

MS BARTLE: No.

MRS RIVALLAND: I would get out rather than be involved in that. I feel the public outcry would be great. That's for someone else to take issue with, but I mention it as a factor because, you know, I have concerns about the destruction of the amenities in the area. When they talk about beautification of this, it's just extraordinary that all of this is going to leave us with two lanes going the same way that they are currently and I cannot see bike riders really choosing to travel along this highway. They don't do it now and I'm certainly - even though they have a bike track there, I'm sure you would choose somewhere else to ride if you had a choice.

MS BARTLE: Thank you.

MRS RIVALLAND: I'm sure it's the same for everybody in a similar situation.

MS BARTLE: There's been a lot of submissions for this amendment and - - -

MRS RIVALLAND: Well, it affects a lot of people.

MS BARTLE: It does. That's right.

MRS RIVALLAND: Extraordinary.

MS BARTLE: We have a number of days of hearings ahead of us over a number of weeks, so this has still got a long way to go, this process, with recommendations to the WA Planning Commission and then obviously onto the minister.

MRS RIVALLAND: Yes.

MS BARTLE: So it is going to take some time but you will hear in due course back from us as to what the recommendations were and the outcomes, I guess.

MRS RIVALLAND: Yes. Good.

MS BARTLE: Yes, but we do appreciate your time and it was very worthwhile hearing all the points you made.

MRS RIVALLAND: All right. Thank you for that.

MS BARTLE: Thank you very much. Good morning.

MR TIMOTHY WRIGHT
representing himself

MS BARTLE: Good morning. Would you like to actually join us since we're free and you're here?

MR WRIGHT: It's not my allocated time.

MS BARTLE: That's okay, if it doesn't bother you.

MR WRIGHT: I'm Tim Wright.

MS BARTLE: Thank you, Tim. Welcome. Have a seat.

MR WRIGHT: Thank you.

MS BARTLE: It is a little early but that's okay. We're running ahead of time and you're here, so that's a great start. Obviously these are the public hearings for the MRS amendment rationalisation of Stirling Highway road reserve.

MR WRIGHT: Yes.

MS BARTLE: I'm Megan Bartle. I'm the chair.

MR WRIGHT: Hi, Megan.

MS BARTLE: This is Corinne MacRae.

MR WRIGHT: Hi, Corinne.

MS BARTLE: And we have technical support from John O'Hurley from the Department of Planning.

MR WRIGHT: Hi, John. I think we have spoken on the phone.

MS BARTLE: Quite likely.

MR O'HURLEY: Yes.

MS BARTLE: I think John has spoken to most people.

MR WRIGHT: He's probably sick of it.

MS BARTLE: We are representing the WA Planning Commission. We have a copy of your submission and this is an opportunity for us to hear from you and to ensure that we have

actually got your points and we understand what your concerns or issues may be. The hearings are public and are being recorded so a transcript of the recordings, along with recommendations, will be public record in due course.

MR WRIGHT: Mm'hm.

MS BARTLE: For the record, I will get you to state your name to begin with, which you have already done.

MR WRIGHT: Yes.

MS BARTLE: We will give you 15 minutes and then we will have a bit of a discussion at the end of it.

MR WRIGHT: All right. Could I have a quick look at the map that shows the area? I'm Timothy Wright. 585 Stirling Highway is my property, which is currently a - - -

MR O'HURLEY: So that's that property there.

MR WRIGHT: Yeah, so we're talking about this line here, which is roughly five metres. Is that right?

CR MACRAE: 4.2, I think it is.

MR WRIGHT: Semantics in this case, I suggest.

MS BARTLE: Yeah, 4.2.

MR WRIGHT: Okay. Well, look, my property is directly opposite Irvine Street, Stirling Highway intersection. It's an old shop and it's shared with another shop next door, so it's - which arguably has some historical significance, but notwithstanding that, I operate my architecture business out of it, so it's not only my place of operation but it's also my property.

I don't think there's anyone in Perth that would think this idea is a good idea. It's just downright stupid. It makes no sense. If I use my example as a case in point, at the moment the property extends right to the property boundary, so it's like a shop basically, a glass-front shop. To peel off four and a half metres or 4.2 metres is an extreme imposition on the usefulness of the building. Secondly, any historical significance rightly or wrongly is completely obliterated.

The compensation issue - which I'm not sure how that would be addressed, but somehow someone is going to pay for something, so if we exacerbate that by every other property up and down Stirling Highway, the prohibitive expense just to acquire the land would seem to be outrageous to me and I can't find anyone who thinks it's a smart idea.

You know, I have been there for two years and Stirling Highway in Cottesloe by and large flows very well. Every day it flows well. The main issue I see with Stirling Highway is the congestion that occurs in Claremont, specifically in the mornings with Christ Church, MLC, all of the other schools, the school drop-off, the shopping centre, et cetera.

If resources were spent to address that issue, possibly the highway gets underground - I mean, I'm not a planner; I'm an architect. The point is that that's where the money, that's where the resources need to be done. Everywhere else, the highway flows perfectly. I have never seen any congestion in Cottesloe, ever, apart from the Claremont issue if it backs up that far, which can happen sometimes. A good illustration of this is during the school holidays the highway runs perfectly, not a problem at all.

Another concerning thing that I reckon exacerbates the Stirling Highway issue is the chronic road infrastructure in and around Claremont, Cottesloe, Swanbourne. In particular, two areas that I notice every morning are the two bridges across the railway line, one at Eric Street and one at Swanbourne. These are timber-framed tiny little carriageways built for horse and carts, not built for today's traffic.

What astounds me is the amount of money that is in - when you think about the taxation base of that area, it's a wealthy area. Why we have to put up with such rubbish infrastructure in small things - it's not a big deal to change a bridge to a new bridge that can at least deal with the congestion you have on Eric Street and Swanbourne. It just seems that the eye is not on the ball in these situations, and obviously that has a back-up situation onto Stirling Highway and so on and so forth. Getting across the railway line in Jarrad Street is also another problem because the boom gates come down; the traffic backs back into Stirling Highway. You know, they're not particularly difficult things to consider, and I just think the whole focus on this is just extraordinary.

I guess at the risk of moving down a path of being a planner myself, the way I see it, and I think a lot of other people articulated this, the kind of elephant in the room is the complete and utter lack of use of the railway reserve, so you have got a railway line, you have got acres of land up and down it. Now, there's obviously issues with who owns the land and which body it is and all that kind of stuff, but we're all people, we can organise that stuff. If you can basically get Stirling Highway and knock all the houses down in the street, then we can do this as well.

My thought process was possibly turn the railway line more into a tram, sort of inner urban kind of line so you have more frequency of trams, cycle paths, another road obviously to deal with the perceived increase in traffic. It frees up an awful lot of land that could be built for medium to high-density living. So take the pressure off this sort of, frankly, out-dated idea of this sort of knock down everything in it and just build a highway straight from Fremantle to the city, because it just doesn't make any sense at all.

The only other point that I would like to raise, and this probably is of more relevance to a lot of property owners, is the fact that if this goes through and there's some sort of encumbrance on the title saying that this is a road-widening reserve, because it's not on the

title at the moment, to some extent that's an easy stroke to say yes or no, there's going to be this road-widening reserve. However, that does put an imposition on every property owner on the highway just with a line like that. It exists. "We will never, probably ever build the highway because we just can't afford to knock every house down and pay for every building that's got to be done, but, too bad, it's on your title." There's a devaluation resulting from that and the argument that people may or may not want to maintain their properties because they perceive, "Well, what's the point?"

In a nutshell, I don't support any road-widening and, frankly, I would like to have all the reserves removed, because there are some there already. There's one on the other side where the Albion Hotel and all that deals with and it would be a shame to see that go. There's just so many other solutions that can be dealt with and, once again, I just don't believe Stirling Highway really is a real problem on a world scale. If you look at Perth, we have got no problems whatsoever. Anyway, thank you.

MS BARTLE: Thank you.

MR WRIGHT: I hope I wasn't too aggressive but I'm just - - -

MS BARTLE: No, not at all.

CR MACRAE: - - - passionate.

MR WRIGHT: Yes.

MS BARTLE: Passionate. Yes, it's important to hear that side of the - - -

CR MACRAE: Tim, you have got your office in the front there.

MR WRIGHT: Yeah.

CR MACRAE: We saw it when we did a little site tour there. So you must observe a lot of activity along Stirling Highway.

MR WRIGHT: Yeah, yeah.

CR MACRAE: Tell me about the lycra brigade. Are you a cyclist yourself?

MR WRIGHT: Yeah.

CR MACRAE: This is something that interests me. What is the view of a cyclist, somebody who actually is a commuter cyclist, to using Stirling Highway?

MR WRIGHT: Well, you're mad, so what you do - - -

CR MACRAE: I don't wear lycra. I don't suit lycra.

MR WRIGHT: I'm in Claremont and I cycle to my office several times - you know, I follow the railway line. There is a cycle path that just peters out and ends up onto - - -

CR MACRAE: Grant Street.

MR WRIGHT: Yeah, Curtin Avenue and so on. Cycle paths aren't expensive to build. They're glorified footpaths. I don't know why it's such a big deal and I don't know why cyclists insist on using main thoroughfares like Stirling Highway with trucks and things. They're taking their life in their own hands.

CR MACRAE: Do they use it now? Do you observe - - -

MR WRIGHT: You do see people, yeah; not a lot, because - - -

CR MACRAE: On the footpath or on the road?

MR WRIGHT: No, on the road. There is this kind of spin, like it's all about - not traffic; it's about cycle paths and all that kind of stuff. You don't have to knock down every building on Stirling Highway to build a cycle path. Once again, it's not that difficult to be a little bit more lateral thinking on how we can possibly do that and a cycle path relatively, in my opinion, must be a fairly cheap thing to build - once again, straight down the railway line. Wouldn't that be the perfect cycle path ever?

Yeah, I like riding my bike, definitely, but it annoys me that the cycle paths that we do have are pretty good, but they just stop. You know, I used to ride from Claremont to Subiaco, and that was brilliant because there's a cycle path all the way, but the other way from Claremont back down to Cottesloe, no chance.

CR MACRAE: I'm in local government and we had an item like this last night at our council meeting and I just said, you know, the problem with bicycle planning in Perth - it's counterintuitive.

MR WRIGHT: Yeah.

CR MACRAE: You know, and it really frustrates cyclists because they stop, they're on the wrong side of the road, you have to cross over, you have to negotiate so many barriers - - -

MR WRIGHT: Yeah, or you do the European solution, where you have a cycle path and then the parking and then the roadway, so you have got a quasi-barrier, so you have footpath, cycleway, carparking, you know.

CR MACRAE: Yes, it is very (indistinct) but that would require a lot more road, obviously.

MR WRIGHT: It would, so I don't support that.

MS BARTLE: Other than in the rail reserve.

MR WRIGHT: I guess this idea of an encumbrance on the titles - I think most people would be mostly concerned about because, being frank, is this really ever going to get built, you know?

MS BARTLE: There's no budget for it at this time and no forward planning.

MR WRIGHT: No.

MS BARTLE: It would be at least 20 years probably before it would be built.

MR WRIGHT: Yeah, but the encumbrance can happen - - -

MS BARTLE: It doesn't go on your title? There you go. It won't go on your title.

MR WRIGHT: It won't?

MS BARTLE: There wouldn't be an encumbrance on your title. It would be as it is at the moment, just on the Metropolitan Region Scheme maps.

MR WRIGHT: So what is it technically called then?

MS BARTLE: It is a road reserve, yeah, but it's - - -

MR WRIGHT: So if I was to demolish the building, I couldn't build - - -

MS BARTLE: That's right. That's where it would come in, because as soon as you apply for a new building, the local government would have to look at it and refer to what the other things are that - - -

MR WRIGHT: Moving forward, I would support removing the road-widening reserve because all its doing is inhibiting quality development, the way I see it. Why can't someone just say, "No, it's a stupid idea. Get rid of it," you know? I get so astounded by these things. It's just people making decisions and why we have to - anyway.

MS BARTLE: That's why we're here.

MR WRIGHT: No, it's good; a good process.

MS BARTLE: To make sure we hear everybody perspective.

MR WRIGHT: Thank you for letting me talk.

MS BARTLE: Thank you. We appreciate you coming in.

CR MACRAE: Eventually it will go to parliament, if it gets that far, and, you know, there's politicians (indistinct).

MR WRIGHT: Yeah. I just wonder the resources that are even going into this actual submission and everything that could be spent better elsewhere, cycle paths, for example. Anyway.

MS BARTLE: Okay. We appreciate your time.

MR WRIGHT: Brilliant. Thank you.

MS BARTLE: Thank you very much. We have got a way to go, a number of days of hearings ahead of us over a number of weeks, and then there's reports to go to WAPC and also to ministers and parliament and things.

MR WRIGHT: Yeah.

MS BARTLE: You will hear in due course.

MR WRIGHT: Yes. Can I leave - I just wrote what I just said just as - - -

MS BARTLE: Yeah, that would be great. Thank you very much. I appreciate that.

MR WRIGHT: Brilliant.

MS BARTLE: Thank you.

CR MACRAE: Thanks a lot.

MR WRIGHT: Have a good day.

MS BARTLE: Thank you. Bye.

MR ROCCO NARDONE
representing Conpec Pty Ltd

MS BARTLE: Welcome to these public hearings for the Metropolitan Regional Scheme amendment for the rationalisation of the Stirling Highway road reserve. I'm Megan Bartle. I'm the chair of the panel, and this is Corinne MacRae. We have technical support with us today, John O'Hurley from the Department of Planning.

You have been provided with some information about this, but just to recap, we are the ears for the WA Planning Commission in the hearings, so we have a copy of your submission that you have made, and this is your opportunity to just let us know in your own words and make sure that we are fully aware of what your concerns and issues are.

MR NARDONE: My major concern, let me explain: I own the property, which is a two-storey building, and I got two tenants. One has got access from the rear carpark. The property is on the corner of Loftus and Stirling Highway. I've got a plan here which gives you an indication of how the building is set out. The building is set back from Stirling Highway over seven metres.

MS BARTLE: Yes.

MR NARDONE: It's set back over 2.5, I think, from Loftus Street.

MS BARTLE: Yes.

MR NARDONE: The proposal, 2.5 metres truncation: that means that the seven metres will become 4.5.

MS BARTLE: Yes.

MR NARDONE: The two and a half metres probably will be very, very close to the truncation, 8.48 metres. There is a tenant which occupies the ground floor, which is a clinic, and they do a quite high traffic from customers visiting the clinic daily. Their only access to the premises is from the corner where the proposed truncation is.

MS BARTLE: Yes.

MR NARDONE: There's also two car bays on the outside which service disabled people. My major concern is the safety of those people accessing the premise.

MS BARTLE: The property, yes.

MR NARDONE: And also those people (indistinct) back home to Loftus Street, which doesn't really leave a lot of space for them to reverse out, because they are only about 2.5 metres from the existing boundary line across our level, and cars which are also queuing

at the stop sign, trying to get access onto Stirling Highway, so I could see to my opinion, for that widening and truncation is made, there will be accidents; a lot of people will be injured. That's my major concern.

The other concern I have, because of the wind direction coming from west, from the sea, all the fumes by the passing cars, they will be getting into the premises, and if you see the layout of the people occupying the ground floor, they got a waiting room, and those fumes are also a health hazard to all these people waiting here. That's the layout over these existing premise at the moment. Unfortunately, the only entrance is on the front corner there.

MS BARTLE: Right.

MR NARDONE: I have nothing against the widening, proposed widening. That's the only reason why I did object the idea.

MS BARTLE: Yes, just the impact on the actual functioning of the building. Okay.

MR NARDONE: It's a two-storey building. The people up the stairs - they don't get affected because they got access from the rear side of the building.

MS BARTLE: Yes, they've got parking - - -

MR NARDONE: There's enough room there, but the front people really - because the building is not level, it's a bit underground, so really the only access is from the front side.

MS BARTLE: How old is the building?

MR NARDONE: It was built in 1997, yes, so almost - - -

MS BARTLE: Right. Time marches on, doesn't it? It suddenly starts to catch. 97 doesn't sound like long ago. Corinne, did you have any questions?

CR MACRAE: No, thank you.

MS BARTLE: No? We appreciate your coming in. It's worthwhile us actually having everybody come in who wants to - make sure we are fully across what the implications are; so I appreciate your time. What the process is from here is that this is a public meeting, it's all recorded, obviously, so it becomes public record. We have a number of days ahead of us of hearings for people, and so we have got months, really, ahead of doing work with getting recommendations up, so it will be quite some time but you will hear back as to what the resolution is.

MR NARDONE: So it will probably be the next six months or more.

MS BARTLE: Six to 12 months, yes.

MR NARDONE: That's right.

MS BARTLE: Okay, thank you very much. I appreciate your time.

MR NARDONE: Thanks for your time, yes. Thanks for the opportunity.

MS BARTLE: Thank you.

MR FRANK LOPRESTI & MR MARIO GORGANO
representing Frank Lopresti

MR LOPRESTI: Yes, I am the owner of 1726 Stirling Highway.

MS BARTLE: Yes.

MR LOPRESTI: And Mario is the tenant that I'm waiting for.

MS BARTLE: Right.

MR LOPRESTI: But, yes, I thought I'd just come along and tell you that I strongly oppose this, and I was going to give you my reasons. I just think a 13-and-a-half-metre reservation for a road-widening of Stirling Highway is too much, and the main reason that I'll give is by taking this amount of land, which I worked out is roughly about a third of the property that you're taking, it's going to render the property pretty unattractive as an investment on the open market, and (2) I think it'll force the closure of the restaurant because - and this particular guy has been the owner of the restaurant for 15 or 16 years and by taking that amount of land, I don't think it's going to make it a viable business, but I thought he could tell you more about that.

MS BARTLE: Okay.

MR LOPRESTI: Our family has owned this property for over 35 years, so we don't want to see this property taken from us for road-widening. So my dad bought it back in the 80s or late 70s and my mum is still alive. She doesn't like this proposal either but, okay, I realise that you need to do something about the congestion, but the current plan with five-metres verges - I could be wrong - just correct me if I'm - - -

MS BARTLE: No, you're right on track at the moment.

MR LOPRESTI: There's five-metre verges; a one-and-a-half-metre cycle lane, they're suggesting; there's a bus lane; there's two lanes for cars and you've got a five-metre median strip, and we sort of think it's unnecessary as excessive in this commercially-developed area, so we don't support it. I was just wondering, are there any other highways around the place that go to this extreme, you know, with cycle-ways, bus-ways, median strips of five metres, footpaths of five metres? Is there any examples around Perth that have this particular set-up?

MS BARTLE: So far - - -

MR LOPRESTI: You can tell me once I've finished saying what I have to do, because I just think it's excessive and I can't see how people could support it. I don't know what people are doing. Another point I think is very important when you're considering widening Stirling Highway is you need to be consistent with what's happening along the highway, and by that I

mean, you know, it sounds to me that you've got a highway of 40 metres down one end and as you get to Jarrad Street going south, the road-widening won't be that obvious and it's only five metres, so you end up with a highway that's probably 25 metres across two lanes, because I don't think you can widen it that much sort of going south of Jarrad Street, because that's the way I read it, so I think, you know, you need to be consistent.

If you take a certain amount of land, you've got to take the same amount on both sides all the way down the highway; otherwise there's no sense in stopping the traffic congestion at one part and then driving a kilometre and you've got merging lanes, because it only creates more traffic congestion. You see it on the lanes all the times getting on to the freeway. You know, I can give you an example as I get on the freeway and I get on in Newcastle Street. You've got your own lane and suddenly you've got to merge with another lane and nobody gives way, and it just creates congestion.

So my suggestion was, if you wanted a suggestion from the landowner, okay, we've got to ease the traffic flow, but only one lane should be added on each side, so you only take three and a half metres on each side. So you've got two lanes currently; it needs to be widened to ease the congestion, so we take one - we add one extra lane all the way. You know, you go from the university to Fremantle with one extra lane. You don't sort of open it up and decrease - or you can open it up. It does help if you open it up, but if you're going to start going back to two lanes, it's just not worth it, and that extra lane you can use for your cyclists and all the buses can use it.

They mentioned about the right-hand turning in the pamphlet, you know, the median strip with the right-hand turn, which I think is a good idea because there's nothing more annoying than driving along the highway and you've got to turn right or you're going straight and someone turns right in front of you, but I think from the drawing that I saw there's, like, a right-hand lane just about at every street that you come to, and I just think these right-hand lanes or the median strip should only be put where the land is available and it's not interfering with businesses on the side. So, you know, as I say, they are important, but I think they should be reduced to certain areas and the median strip should be reduced to certain areas where there's plenty of room.

The only thing I thought about driving around, you know, there's so much free land around the railway line, I can't see why this proposal to ease congestion of Stirling Highway is not being brought closer to the railway line. I don't know why the planners haven't suggested something like that: keep the highway near the railway line, and I really think your main decision - as I think you're going to put your recommendation forward to the Minister for Planning?

MS BARTLE: That's right, our recommendation goes to the WA Planning Commission and then, yes, it goes up, it ends up in parliament.

MR LOPRESTI: Yeah. I really think the main thing you need to consider for this proposal is the effect it has on the landowners and the business owners along the perimeter, along the highway, how it affects the families financially and healthwise, because I think a lot of these

proposals - well, this proposal that they got can - it does affect people's health sometimes. It causes a lot of stress in people's lives. You know, my mum's 86 years of age and she tends to worry a lot about it and I said, "Look, it's not going to happen for another 10 years or 15 years or something." I don't know; I was going to ask you that later on.

MS BARTLE: I can tell you.

MR LOPRESTI: But yeah, so I think you really need to consider the business owners, the landowners and because of the effect it has on people. You're dealing with people. I think we always find ways to protect and preserve anything that's got Aboriginal significance and we always work around it; you know, we keep them happy. We've also got certain properties that've got a lot of heritage listing, and you always work around it, you find ways of working around it.

So I think in this case we should help - we should protect and help small business operators and small investors along Stirling Highway when you make your decision, you should really consider their thoughts and what they've been through. So that was my main points. You can question me, or if you don't want to question me, I can question you on a few other things.

MS BARTLE: One of the questions you asked was about implementation and time frames. What I can tell you is that this is one process of many which is just looking at the actual reservation on the Metropolitan Region Scheme of what's appropriate. This is why it's called rationalisation. There is an existing reserve and it has been this process's job to look at is that an appropriate reservation, and if not, what should it be. So that's this process, that goes up (indistinct) There's still quite a lot of work to be done on this before it's finalised.

The actual implementation of actually constructing or doing any works is not budgeted or planned for at this stage through finance or treasury and also through Main Roads, so probably you'd be looking at around about a 20-year time frame before this would be implemented.

MR LOPRESTI: Okay.

MS BARTLE: So that's one answer.

MR LOPRESTI: It could change though, couldn't it?

MS BARTLE: It could, absolutely.

MR LOPRESTI: You know, when you're dealing with governments - - -

CR MACRAE: Priorities could change.

MR LOPRESTI: - - - they bring forward; they put it off.

MS BARTLE: Priorities do change. That's right. There would certainly be quite a long lead time because there would be detailed design work needed to be done and more consultation. So it would never happen overnight, sort of thing, even if priorities changed, but it could certainly be brought forward and be budgeted for. Yes, so certainly that could be the case.

MR LOPRESTI: So the government goes along and buys all the land, obviously.

MS BARTLE: Do you want to answer that, John?

MR LOPRESTI: Well, 13 metres for our particular property is a big part of the property.

MS BARTLE: Yes.

MR LOPRESTI: Is it 13 metres all along that highway or not? It's only because we've got a bus lane in front of 176 Stirling Highway.

MS BARTLE: Yes.

MR O'HURLEY: The reservation is unique to each lot so it's not like a fifty-fifty thing; it's based on a road plan to demonstrate how wide the reserve should be to provide for that function. So it varies along the road. In terms of the state purchasing property, that's basically the principle. However, the state wouldn't generally resume property like this until it was a priority roadwork. So if the roadworks weren't a priority for say 25, 30 years, resumptions would probably not happen until close to that point.

A landowner has a right to trigger compensation, so there's a number of avenues that it can look at, but it basically is triggered by the landowner writing to the West Australian Planning Commission and either requesting them to purchase the property or to enter an arrangement about selling it.

MR LOPRESTI: Otherwise the Planning Commission sends you a letter and says, "We're ready to take your land, say, in 15 years' time." Is that how it works? Do they give you warning?

MR O'HURLEY: There would be, and it's a negotiated process so there's strict legislation guiding that. So a few principles of it are it's the valuations are independent valuations, the valuations are based on ignoring the reservation over the lot as impacting the value of it and it's also valued at the fairest and best use for that land. So if the site perhaps could be developed to a more intense level, that would be taken into consideration with the valuation, and the landowner has a line, of course: if they do not agree with the independent valuations, there are sort of, like, appeal processes, but it can be revisited.

MR LOPRESTI: All right. So they'd buy the whole lot? Do they offer to buy the whole lot? What happens to part of the building because are we talking, say, one-third? So what do they do, "We need this far"? In our case they'd probably offer to buy the whole lot or say, "We only require this amount. We knock it down and put a wall up here."

MS BARTLE: No.

MR LOPRESTI: No?

MR O'HURLEY: The general principle is if the main building on the property is impacted by the reservation, the first option to be put on the table would be purchasing the entire property. If a landowner had a desire to retain the residual land, that could become part of the negotiation, but the starting point where a building is impacted is that the commission, the state would buy the whole property.

MR LOPRESTI: All right. Businesses that are running: do they get compensated? Mario is not here, obviously, but I'll ask his question: does he get compensated? He's been running this business, say, for 30 years and he's obviously got goodwill associated. You can't just pack up and move down the road; you know. There's a lot of fittings to move. To set up a restaurant might cost \$200,000, so what does the government do for the tenant?

MR O'HURLEY: Compensation is with the - - -

MR LOPRESTI: They do give him the compensation?

MS BARTLE: No.

MR O'HURLEY: The compensation is with the landowner, so you as the tenant or the lessee could do what you like.

MS BARTLE: Or Mario, yes.

MR LOPRESTI: Convinces me. This could be hidden here. I see, so I've got to fight for him.

MR O'HURLEY: It's the landowner.

MR LOPRESTI: Yes, just excuse me. I'm doing all the talking here.

MS BARTLE: That's all right.

MR LOPRESTI: Yes, so you're saying that I have to say when I'm selling the property, "I've got a tenant who needs to be compensated." Well, he's got a lease: the person who's got a lease.

MR O'HURLEY: You'll be the landowner so you'll be in control of the - - -

MR LOPRESTI: I have to be there.

MR O'HURLEY: - - - tenants on your property.

MR LOPRESTI: Yeah.

MS BARTLE: The compensation wouldn't be - yes, the commission or the state wouldn't deal with the business owner, only the landowner.

MR LOPRESTI: Okay.

MS BARTLE: Compensation is only - - -

MR LOPRESTI: So do I fight on his behalf? You would only compensate if - - -

MS BARTLE: No, because it's actually a relationship between you and your tenant. The state would only be concerned with you as the landowner for compensation.

MR LOPRESTI: Yeah, okay. So he's got no claim on it. Okay.

MS BARTLE: No.

MR LOPRESTI: All right. Anything else you want to ask me?

MS BARTLE: Did you have anything?

CR MACRAE: Yes, I did, actually.

MR LOPRESTI: Yes?

CR MACRAE: Sorry, Mr Lopresti, you said your family - your dad bought the property in the 1980s?

MR LOPRESTI: Yeah, I think it was 78.

CR MACRAE: 78? Okay.

MR LOPRESTI: Yeah, probably. Yeah.

CR MACRAE: When he bought it was he aware that the existing reservation covers the entire the property?

MR LOPRESTI: 80 metres? I don't think so. I don't think so, but I can't understand why they'd let so much development go along Stirling Highway if they intend doing this. You know, why do you - you've got a reservation of 80 metres; there's all new buildings have gone up, up and down. Why do they let them do it?

CR MACRAE: I suppose because otherwise the whole highway would fall into disrepair, it would look blighted. It's quite common in other areas where freeway reservations are needed where you end up with bikies living near the freeways.

MR LOPRESTI: Yeah.

CR MACRAE: It has happened in my area; you know, it becomes a blight and one of the best things that happens is it just gets cleaned up and a road gets built and you get rid of the Coffin Cheaters.

MR LOPRESTI: Yes, it's substantial.

MS BARTLE: And I guess that's because it's such a long term thing.

MR LOPRESTI: Honestly, he never mentioned, that it had a - especially of 80 metres. It just to be - - -

MS BARTLE: Hello. Please come and have a seat.

MR LOPRESTI: You tell them, Mario. Take a seat.

MS BARTLE: Yes, that's okay.

MR GORGANO: Thanks for that.

MR LOPRESTI: Yes, so I really don't think he knew about it. You know, that's probably the object or question.

MS BARTLE: It's not uncommon that people are not aware of it.

MR LOPRESTI: Yes, I know it's common, "This has been here and you should have known when you bought the property." My dad passed away 10 years ago, but my mum is still alive and she never yelled out.

CR MACRAE: It sometimes comes as a shock to people when they find out.

MR LOPRESTI: They do, yes. I was surprised. When I saw it was 80 metres, I thought, "You've got to be joking," but, yes, they should. Well, I've never been involved in the building of it, but did you know there was a reservation of 80 metres on the land there, on the path?

MS BARTLE: I think it covers the whole property, the existing property.

MR GORGANO: I do. Thank you - a lot of our current pergola.

MS BARTLE: That's already there. That's existing.

MR LOPRESTI: I sort of told them a bit about your plight, Mario, but you tell them, you know.

MR GORGANO: I knew. Originally around there, there was some easements, but the last couple of years we've got some information, bits here and bits there, and then they changed the project. There was only so much, then they've got to go so small, but it was - I tried to drop the bucket with my landlord, but of course my landlord asked why and then we had a little bit out of that. Then you never think about it anymore. When you really reach that point, you stay in that position, and that's what happened. I don't know how much is decided, the situation with it. Obviously the landlord will let me know and whatever. In actual fact, we tried to sort of say, "What's going on?" and so we're going to have this meeting. What's happened in regards - - -

MS BARTLE: As we were just discussing before you arrived, there was a question about implementation. This is the first stage, I guess, of a long number of processes that may or may not result in it happening. So this is looking at the reserve as it sits on the Metropolitan Region Scheme, because it's an important road, so it is actually reserved on that scheme and it's looking at what is there at the moment, which is this 80-metre reserve, which is very, very big, and use that appropriately and if not, what should it be, which is where this new line has come up from Main Roads in consultation with a number of different agencies, including local government. So this is our processing of finding out and getting feedback from you as to what your concerns are, and everyone else has had a lot of submissions.

This is when the process goes on: we make a recommendation to the WA Planning Commission; that goes up to a minister of parliament. So it's got a way to go, months in fact to go, on this. The actual implementation of actually constructing anything: there is no planning within treasury or within Main Roads in the foreseeable budget periods, forward planning. There is nothing there for the implementation of this, so you would be looking around about 20 years before anything would be done. A question was asked. Yes, that can change if priorities are changed, but it would still not be a very quick process because a lot of detailed planning would still have to be done. So this is not the process of implementation; this is just looking at what is the right width to allow for future planning and design.

MR LOPRESTI: So it could be a long time.

MR GORGANO: We're still young.

MR LOPRESTI: Yes, a long way to go.

MR GORGANO: We will get those things for a long time.

CR MACRAE: There's pieces to go.

MR GORGANO: Yes, just like everything. They wanted the lot for that.

MR LOPRESTI: Yes, in regards to compensation for the tenant, the government doesn't compensate. Do you want to explain that again to them? The government doesn't really compensate - - -

MS BARTLE: The state compensates the landowner.

MR LOPRESTI: The landowner only.

MS BARTLE: And it's a negotiated process, so it's not a standard plan.

CR MACRAE: There's no formula. It's negotiation.

MR GORGANO: It's negotiation, yes. Okay, this is going to be the complication. Beyond the restaurant, you get compensation for more money. We saw the restaurant scheme. They want - the value of the land is worth money, but he owns the restaurant or the income in fact in the value of the land.

MS BARTLE: The valuation is done - John, you might want to explain this.

MR O'HURLEY: I mean, actually you would be having a legal discussion with your landlord - - -

MR GORGANO: Yes.

MR O'HURLEY: - - - because the compensation is for the landowner. The lease is between the landowner and the tenant. The government isn't involved in the tenancy. The government is involved in the purchase of the reservation.

MR GORGANO: Yes, the valuation of the land would be worth more money, so that he's got a long-term lease.

MR O'HURLEY: The valuation or whatever it's worth: it all goes to the owner.

MR GORGANO: He owns that, yes.

MS BARTLE: And it's based on - - -

MR O'HURLEY: It depends on your leasing arrangements, whether the owner is breaking the lease or whether you are breaking the lease, and maybe it's some - - -

MR GORGANO: Yes, between our contract, the lease is up here. You get it - - -

MR O'HURLEY: If the lease is up for renewal in the next 10 or 15 years, you may want to consider putting something in the lease to cover this sort of circumstance.

MR GORGANO: Yes, that's what I'm saying, but the delay - in law we get more from the compensation. It's got the lease price and we double the leasing price as the value changes.

MS BARTLE: The valuation isn't done on the leases; it's actually done on the best use of the land, so it actually ignores what is there, if you like, and looks at what is the best use.

MR O'HURLEY: And the fairest possible use.

MS BARTLE: And the fairest use.

MR O'HURLEY: And it ignores the reservation.

MS BARTLE: So it looks at the zoning and the land and the location and there's a lot of things that go into valuation, obviously, and it's an independent valuation process and that's then negotiated with the landowner.

MR GORGANO: Yes.

MR LOPRESTI: What did you think of the idea of having more road near the railway line? Why are we only presented with one choice? Why have the planners only done one plan along Stirling Highway and nothing else?

CR MACRAE: I suppose - - -

MR LOPRESTI: I drove along the railway line. There just seems to be some much room down there to - - -

CR MACRAE: I'm not defending the engineers or the traffic engineers of Main Roads, but the fact is that there's an existing reservation on Stirling Highway. Is it going to be left like that forever? So no-one is certain about their future.

MR GORGANO: They can change the project.

CR MACRAE: So we have to address that. That's fundamental.

MR GORGANO: Yes.

CR MACRAE: So when you say why are we looking at Stirling Highway, the fact is that it has already been looked at. We're looking at it again with fresh eyes and I guess a modern approach, "Do we want a road that wide or that wide or that wide?", and that's what this process is about.

MR LOPRESTI: I would have thought make it smaller, not too small. As I say, it does need another lane added to it. I don't know, maybe John will tell me if one lane would solve the problem on both sides or whether you do one more lane and add another lane running parallel along the road, that way. No?

CR MACRAE: You're a planner, John, are you?

MR O'HURLEY: The capacity - like, with Stirling Highway, as you note from the proposal, it's not proposing additional traffic lanes; it's proposing to address congestion, so the long-term forecast for Stirling Highway is not that under current conditions the traffic numbers will increase considerably; it's more about the safety and the design of the road and avoiding the risk of accidents. So with that information about the traffic volumes not anticipated to increase, there is no perceived benefit or need for an additional highway across the western suburbs.

MR LOPRESTI: So you're just doing this for safety reasons. Has there been a lot of accidents along there? Is that right? Is it out of proportion for a highway, because I don't think - - -

MS BARTLE: No, it's not about that; it's actually - - -

MR LOPRESTI: I would have thought it's traffic congestion, you were sort of - - -

MR O'HURLEY: No, this amendment has originated because of the Stirling Highway Activity Corridor Study, so it's whether the Western Australian Planning Commission has charged the Department of Planning with investigating Stirling Highway to look at if there's options there for increasing density. It's because we've got a high-frequency bus route on Stirling Highway, so it's got very good access to public transport. So in order to look at the urban design option, there needs to be clarity with the road reservation; otherwise we are not moving on from the existing situation, which has an overly large reservation in this location.

MR LOPRESTI: Yes, okay. I just think it's excessive, what they've planned, you know. As I said, are there any highways around that structure? There wouldn't be, would there?

MR O'HURLEY: The design of Stirling Highway is as per State and Main Roads guidelines. I suppose in one degree, it's a starting point for road design. This is the state requirement for road design.

MR LOPRESTI: I just think it's so commercially developed along there that you've got to protect the businesses that are operating and to sort of take the land, especially of established businesses, and Mario's is one I know, but I'm sure there's a lot of other businesses there that have been there for 15, 20 years and suddenly there's this land grab and they have to go.

MS BARTLE: That's why one of the reasons I suspect that this has got a very long way to go before it would ever be implemented is because I think there is a lot of community emotion attached to anything that would happen along here, so there would be politics as well as everything else involved before decisions were made to actually impact on that many people on the community.

MR LOPRESTI: Does it go before parliament - - -

MS BARTLE: Yes, it does.

MR LOPRESTI: - - - or is it just a ministerial planning - - -

MS BARTLE: No, it goes before parliament.

MR LOPRESTI: It goes before - and it's voted in parliament?

MS BARTLE: Yes.

MR LOPRESTI: All right.

MR GORGANO: I heard that. Yes, I've got the answer there, 20 years and a bit. That's fine.

MS BARTLE: Just to be on the safe side.

MR GORGANO: So if I said (indistinct) still got another chance to come back here.

MR LOPRESTI: You never know what the government is going to do. You just don't know.

MR GORGANO: It's all right. The chances are I'm got to come back again. I like actual (indistinct) building again and it's going to be - - -

MS BARTLE: We'll be in another building by then.

MR GORGANO: We'll be 300 next time.

MR LOPRESTI: I was 300 this morning. I thought, "I've got to find my goal here."

MR GORGANO: That was good. Anyway, thanks for that.

MS BARTLE: Did you have any questions?

MR LOPRESTI: I always think it suit the rules. They make one rule for two or three years and then when superannuation comes, just when it's my turn to get something, it gets changed and I think, "Yeah, they say 20 years but, you know, you could find that eight or nine years down the track, you know, they're buying land already."

MS BARTLE: All right. We appreciate your time coming in. I just wanted to reiterate that we have got quite a long way to go. We've got a number - yes?

MR GORGANO: I have one question and then we'll go.

MS BARTLE: Yes?

MR GORGANO: Is any proposal in there to the government to buy land around the area or there's any funds to buy land still or they stop to buy land around there?

MR O'HURLEY: The state has a fund for this type of thing. Basically, it might have been before you came in, in a situation like this where the resumption is quite a long way ahead because we're suggesting, or the committee is suggesting, the roadworks won't occur for some 20 years, so the government wouldn't normally come in to purchase the land until close to that time. If a landowner wanted to ask the government to perhaps consider purchasing, that's up to the landowner. The landowner can write to the state and ask that, and then the state has to basically balance that up with its other priorities for funding.

MR GORGANO: The reason why I'm asking that question was the reason - (indistinct) say he was trying to sell the land or the government they come out with proposal to buy the land. Where I'm standing for that to buy it myself, the land, to protect my business, is any - I have to break the lease, contract?

MS BARTLE: That's a matter between you two.

MR GORGANO: It's a contract. The government can stop me to buy the land off him or has he got to first offer - - -

MR O'HURLEY: There's no barrier to - you could put that property on the market today and sell it tomorrow, if you wanted, and got a purchaser.

MR GORGANO: And the government is stepping in and saying, "Wait for this." Is no - - -

MR O'HURLEY: Not unless you are - - -

MS BARTLE: That's right; not at this point in time.

MR GORGANO: It is not, you know, this government - - -

MS BARTLE: Once it's actually a project and it has been funded and all of that, so the design - and they're ready to implement it, that's when the government would start negotiating with landowners to purchase where it's required.

MR GORGANO: Yeah, that's what I'm saying - - -

MS BARTLE: But until that time, the land can change hands as many times as possible.

MR GORGANO: Yeah, that's what I'm saying. With us, the government will not stop me to buy the land off him?

MS BARTLE: No, not at this point in time.

MR GORGANO: I just have to protect my business. Maybe one day I can say to him, "I buy your land" and I protect myself and my business.

MS BARTLE: Yes.

MR GORGANO: Yes, that's why we have to put the contract and such. The government does not step in and say, "No, you cannot buy." I got to buy first, that first offer.

MS BARTLE: No, they wouldn't.

MR GORGANO: No, they will not.

MS BARTLE: Not at this point in time.

MR GORGANO: Yeah, it's still commercial between a man and (indistinct) to buy it.

MS BARTLE: That's right; that's right.

MR GORGANO: Okay, thanks for that. I'm sorry to have to clarify that.

MS BARTLE: That's okay. No, that's fine.

MR LOPRESTI: So it's "Buyer beware" really at the moment.

MS BARTLE: Always is.

MR LOPRESTI: There is a reservation on there.

MS BARTLE: Yes, that's right.

MR LOPRESTI: One other thing I was going to ask just quickly: there's about seven councils apparently involved in this along the highway.

MS BARTLE: Yes.

MR LOPRESTI: Are they agreeing with it? Do they want to - - -

MS BARTLE: They've been involved in the process, some due (indistinct)

MR O'HURLEY: Yes. There has been three years of a project working group which had an engineering and a town planner represented of each council, so this design was based more on engineering and planning expertise than perhaps the elected member views, so it wasn't intended to be political. It's about access in and out of the local streets. As with the community now, the local governments have the opportunity to make submissions and comments on the amendment.

MR LOPRESTI: Okay. So the councils are in favour of it, they'd like to see it go ahead. I'm just trying to get a - - -

MR O'HURLEY: It's mixed.

MR LOPRESTI: It's not (indistinct)

MR O'HURLEY: Generally the councils are supportive, but they will be on condition, you know.

MR LOPRESTI: Okay.

MR O'HURLEY: It's generally acknowledged across the local governments the importance of Stirling Highway across the western suburbs.

MS BARTLE: But we've had submissions from individual councils.

MR LOPRESTI: Yes.

MS BARTLE: Yes.

MR LOPRESTI: In favour or against?

MS BARTLE: No, often looking at specific things within their municipal boundary, so different issues. It's not about, yes, getting a unanimous agreement; it was just about getting the engineer - as John said, so the technical input from each of the local governments. So there has been involvement.

MR LOPRESTI: Okay. Thanks very much for that.

MS BARTLE: Thank you for your time.

MR GORGANO: Yes, thank you.

MS BARTLE: I just wanted to let you know that this was requested as a private hearing, but these are public hearings, so as much as the private is - no audience could come in and listen to our conversation. These are being recorded and so the transcript of this, along with recommendations, will become public record and will be tabled in parliament, just for your knowledge there.

MR LOPRESTI: Thank you.

MS BARTLE: And to let you know that we have got a long way to go, as I mentioned to you previously, so there's a lot of months ahead of work before there's any resolution on this. So you will hear in due course as to get a response to your submission, but it will be some time.

MR LOPRESTI: Okay. As I said, the main thing is to think about the business owners and the landowner.

MS BARTLE: Yes, thank you.

MR GORGANO: All right. Thanks.

CR MACRAE: Thank you very much.

MS BARTLE: Thank you.

MR LOPRESTI: Thanks very much. Thank you for your time. Sorry to be late.

CR MACRAE: That's all right.

MS BARTLE: Thanks for finding us

MS ALEX JONES
representing herself

MS BARTLE: Welcome.

MS JONES: Thank you.

MS BARTLE: Thank you for coming. Obviously these are the public hearings for the Metropolitan Region Scheme amendment for the rationalisation of Stirling Highway road reserve. I'm Megan Bartle, the chair, and Corinne MacRae, and we have technical support from John O'Hurley from the Department of Planning.

I think you have been given some information about this. This is just a recap. We represent the WA Planning Commission at these hearings and we have got a copy of your submission. This is your opportunity to make sure, and for us to make sure, that we have got your points and that we understand clearly what it is your concerns are.

MS JONES: Yes.

MS BARTLE: They are public meetings, so this is being recorded.

MS JONES: Yes.

MS BARTLE: A transcript of this, along with recommendations, will become public record and end up in parliament.

MS JONES: I understand.

MS BARTLE: We have got 15 minutes for you to give your presentation. That allows a bit of time at the end for us to have some dialogue with you.

MS JONES: All right.

MS BARTLE: So if you wouldn't mind just stating your name for the record and I will pass it over to you.

MS JONES: Right. I'm Alex Jones, 97 Clifton Street, Nedlands. I will start right now, if that's all right.

MS BARTLE: Please do.

MS JONES: My interest in the highway is that my family has been in the area for a long time, and our house is 50 metres back, 50 metres from the Stirling Highway. I have a mother in Claremont, who lives on the Stirling Highway, and we have a small property also on the Stirling Highway in Claremont. So I'm a regular user of the Stirling Highway, and I

have been since we came to Perth about 30 years ago, and all of my family have used the Stirling Highway almost on a daily basis, you know, for schools and so on, so we know it quite well.

I would like to make a point. I think it would be wrong to base planning on a flawed concept. The concept design for the Stirling Highway doesn't really address the top 10 crash sites. My question is, how will the risk of crashes be mitigated by this proposal? There's no clear evidence of that. Also increased right turns by local traffic, such as at Clifton Street, will likely increase crashes.

At the moment, for instance, at Clifton Street there are no right turns into or out of Clifton Street. I will go on, but I'll explain why I think right turns are a problem on the Stirling Highway.

MS BARTLE: Yes.

MS JONES: The concept design for the Stirling Highway does not address traffic flow. Traffic lights and right turn traffic are the main causes of delay to through traffic. A significant contributor to delay in Claremont is traffic to and from schools, and that actually says up there "local traffic," but it's not necessarily local traffic. Parents come from far and wide to deliver children and pick them from the schools, the big private schools in the area of Claremont.

One example is the - I'm on the records with both Main Roads and Claremont Council in regard to the risk that exists and the congestion due to right-turning vehicles into Grange Street from the Stirling Highway. There is a risk every time a right-hand turn is undertaken there because they are facing oncoming traffic and it comes down the hill from the Cottesloe side. Nothing has been done about that.

Other means of separating through traffic from local traffic are not addressed by the concept design. A concept design would normally compare alternatives. The proposal for the widening of the highway actually destroys local amenity, as far as we are concerned. The amenity of shade trees for pedestrians will not be preserved. There is no guarantee of green buffer zones. Inadequate vehicle and pedestrian separation, such as students playing chicken to cross the road in Claremont, particularly the boys from Christ Church - that is often observed, and it was even in our local paper recently.

Also slower-moving pedestrians we think will be at greater risk. It's difficult as it is to cross the road, but this is not - there's no indication that this is going to facilitate any of those things. Children will still be wanting to run across the road, but it will be more challenging. The walkability of precincts divided by the highway will greatly deteriorate. Slow-moving pedestrians already have problems with fast-flowing traffic; so fast-flowing traffic is not a desirable thing in our communities.

Now I will go to the photos which are actually of the Great Eastern Highway. This is the Great Eastern Highway now, but I know that before this it wasn't like this. There were many

trees that line the road, and a lot of the apartments suddenly appeared that we couldn't see before, and that's as a result of the clearing of the trees. If we can go to the next slide please. Thank you. Many paths are very, very wide, challenging to cross, not at all pleasant for the amenity of pedestrians.

That truck there, that big blue truck, has just passed the Belmont Park school, which is not far at all from all this traffic; so the quality of air for children at schools, the noise pollution, air pollution and the visual pollution, is a serious problem when these roads go through and scar our communities. Thank you.

Next slide, more of the same really, somewhere else along the Great Eastern Highway where it has become so wide. We fear that the Stirling Highway is going to look something like this. We are going to lose green buffers; we are going to lose buffers between residents and fast-flowing traffic. It's not going to improve the amenity at all. Thank you.

This is another one that has turned up on the Great Eastern Highway. Many of these flats could not be seen before. Now the only thing green there is that cute little fence they put up, but all the green, the actual green buffer has gone. Those residents have lost their amenity, and this has happened in many parts along the Great Eastern Highway. I keep on talking about the Great Eastern Highway because I think that this is where we're going. I have seen these roads in other parts and I referred in my original submission to Melbourne - I used to come from Melbourne, and I was horrified when I saw how those roads had developed. Just trying to cross the road is a nightmare, so if we're going down that path, it's not good planning. We should be smart and doing things differently.

MS BARTLE: Thank you.

MS JONES: So the concept design plans we think are misleading. Traffic will still bank up at the lights. The proposal hasn't addressed that. There will be increased right turns to and off the highway and these will increase the risk of accidents, not mitigate. As I said before, Clifton Street: because we live in that area, we know currently there is no right-hand turn in or out, but that will have one, so if that is being duplicated along the highway, then it can only get worse. We can't see why that should improve the situation.

The current proposal does not facilitate, as claimed, "improvements to amenity, landscape and streetscape as well as better access to public transport, safer pedestrian movements and cycling infrastructure." Well, 1.5 metres on the edge of a busy road with fast-flowing traffic is not pleasant for cyclists. If that's the best we can give our cyclists, it's rather sad, you know. We should be able to do things differently. We really think it's going to be the opposite of what is claimed there. The amenity is not going to improve. I don't know where the landscaping is going to improve. The space is not actually going to be there.

Importantly, the report concedes that, "Criteria may not be met due to existing development or constraints, e.g., at Claremont," and somewhere else in the report it states the five metres with trees is not going to be likely in many parts of the Stirling Highway, so really we are being presented with pictures that are misleading. We think that the concept report should

be rejected. The report jumps to conclusions and then whitewashes the loss of amenity to residents with misleading representation.

A concept design report should define the problem and the issue. We don't really think that's been done. A concept design report should address alternative solutions to the issues. A concept design report should provide costs, benefits and risks of the alternatives to allow selection of the best options, so good planning must retain space to maintain green buffers, mature trees and shade trees for the amenity of pedestrians and local residents. We currently have at our end some delightful paperbark trees. They will surely go, and we are going to lose our small village precincts along the Stirling Highway which now currently has little restaurants and so on. It's not going to be anything like it currently is, so we can't see how it's going to improve.

Good planning must separate vehicles and pedestrians with overpasses or underpasses at frequent intervals and for that, you do also need a wider reserve if that is going to occur, but there is nothing in the report about those options, so good planning must separate local and through traffic at high-risk intersections and eliminate traffic lights at the worst intersections with tunnels or flyovers which require a wider reserve. Good planning must separate local and through traffic by reducing the number of local traffic access points to the highway rather than increasing them, as is being proposed.

Importantly, good planning must preserve our sense of place, our heritage buildings and significant trees, and we can't how see this proposal is going to do any of those things. There is no guarantee anywhere that any of those things that give us our sense of place - our, you know, sense of heritage and amenities - there is no guarantee that any of those things are going to be preserved under this current proposal. Thank you for listening.

MS BARTLE: Thank you. Corinne, do you have any questions?

CR MACRAE: Thinking about it, your presentations, though wide ranging, are not specifically talking about a property as a lot of submissions are doing, so - - -

MS JONES: No, my interests are quite broad. I have been campaigning for a long time, for instance, to preserve our mature trees, and there has been an absolute assault throughout our suburbs on our mature trees, including in our parks, so I am not looking at it just from a self-interest; I am interested in what we are going to leave our children with, and one of my big concerns is the way child care centres especially are being approved along highways and on corners. There's a lot of pollution. There's no thought going into that, and a lot of them have gone up recently right next to traffic, so developments that put all this fast-flowing, heavy traffic where schools are should not be approved, but this has been happening.

There is a problem with our planning at the moment and it's preserving the things that are very important to public health, and I fear this is going to be another one of those cases, so whether it's a development, a building or it's a road, I think there needs to be much more thought to the protection of public health from the toxicity of the traffic fumes and also just

general amenity, the pleasure of being able to look out on to a green buffer, whether it's a school garden or a playground in a child care centre. You know, some hideous proposals - I think maybe Nedlands has approved one with a child care centre on the corner of Stirling Highway and Smyth Road. I am not 100 per cent sure about that, but that was I think to have a play area on the roof. Well, the traffic pollution would be horrendous and our children, you know, have a high rate of asthma - it's in the papers frequently - so these proposals are not helping our children, and that's my big concern.

MS BARTLE: All right. Thank you very much for coming in.

MS JONES: Thank you.

MS BARTLE: It helps us to get that broader perspective as well as specific ones. We have got quite a long way to go in this process. We have got a number of days of hearings ahead of us over a number of weeks and then there is really months of work ahead of us in the report writing and the recommendations that go to the WAPC, and then the minister in parliament eventually, so you will hear in due course. You will get a response to your submission and we will re-read all of the submissions before the recommendations are finalised.

MS JONES: All right.

MS BARTLE: But we appreciate you coming in.

MS JONES: Thank you.

MS BARTLE: Thank you.

MS JONES: Thank you very much.

MR ANDREW THORPE & MR MURRAY ARCHIBALD
representing Greg Poland

MS BARTLE: This is still closed and a private hearing. It's a hearing for the MRS Amendment for the Rationalisation of Stirling Highway Road Reserve. I'm Megan Bartle in the chair. This is Corinne MacRae, a panel member, and I have technical support from John O'Hurley from the Department of Planning. Just to reiterate what I think has been communicated to you, we are representing the WA Planning Commission in these hearings. We have the use of the commission, so we have a copy of the submission that was made but I think are strong impartial and that has been read.

This is an opportunity for us to hear from you and to ensure that we actually understand and are quite clear on what the concerns or comments are that you want to make. These are public hearings, so as much as this is private for us to hear from you, they are recorded and the transcript of the recordings along with recommendations will become a public record and essentially will be tabled in parliament. We have allowed 15 minutes for a submission on this topic, and that will allow a little bit of time at the end for any dialogue between the two of us, so if you would like to state your name at the beginning of your presentation, then I will hand over to you.

MR THORPE: My name is Andrew Thorpe. I am the Director of Legal Affairs for the Strzelecki Group and a Director of Strzelecki Holdings, which is the registered proprietor of this land, and with me is Murray Archibald. He is Project Manager for Strzelecki. The three lots that are owned by Strzelecki, and upon which we are making representations - they have actually been through an amalgamation process and we have had approval and they are being amalgamated into one lot. That was a requirement of the local authority many years ago.

MS BARTLE: Yes.

MR THORPE: It didn't occur for a number of reasons but it's now just - I think the final perfection is about occur, but all of the approvals have been given and Mr Archibald has been involved in that process, so he is familiar with aspects of the property in particular. The written submissions that have been made make comments that are peculiar to our property and the impact that any exercise of the reservation would have upon the improvement on the property.

In short, we will lose the front about two thirds of the building and we will lose - which is set back by what is in effect an extension of the paving there, but that will all go and there is a distance I think probably of a metre or two into the building, but the parking area is built right on to the boundary, so we would lose quite a bit of that. So they are issues that are of particular concern to us. There's a cost to us, there's a loss of value, loss of parking and a loss of all those amenities. They are referred to in the submissions.

In respect of the overall approach, it's not clear to us exactly what the reservation is designed to protect. We note from the plans that there is a six-lane highway and a four-lane highway. For my part, I can't even see that a six-lane highway is going to be built on Stirling Highway. Indeed, it appears that attempts are being made to get traffic off that road, but even on the four-lane highway, there are a number of things there that Mr Archibald may have some comment on, but what appears to be created is a fairly high-quality thoroughfare with a 3.3-metre verge allowed for on either side. There aren't many places on that highway - certainly not from Jarrad coming up, with some exceptions - where there is anything like that. That 6.6 metres is going to cause a lot of difficulty for a lot of property owners, amongst them us.

MS BARTLE: Yes.

MR THORPE: And I think they are my comments for the moment. Mr Archibald may have some specific comments or observations to make.

MR ARCHIBALD: Okay. In a nutshell, that's basically what we are looking at. Are we able to engage as to some of the reasons on the drawings with yourselves?

MS BARTLE: Yes, certainly feel free to ask us things. We have got technical support here, but we will see what we can answer.

MR ARCHIBALD: Yes. okay. It appears that the median, the new median, that has been put across Boronia Road and I think it's Florence is one of the reasons that's causing us to lose the parking lot, because obviously in catering for that, then you're pushing the lanes out, and the lane are automatically pushing out into the carpark, because you've got to accommodate it somewhere else. Obviously that impacts on us in terms of our tenants and our customers that trade, you know, at the complex as well.

MS BARTLE: Yes.

MR ARCHIBALD: So we are not quite sure what the understanding is with respect to that median, but obviously it's going to impact in terms of that. The second aspect, if you actually go on site, while where the parking lot is sited, there's quite a narrow pavement area in front in the current scenario. There is actually room for a combination where you could probably share a cycle lane and walkway in one to avoid having to demolish the building, so we are looking at - we would like to know the thoughts in terms of why that can't be a logical and reasonable solution. It is done in other areas and that would obviously avoid a great expense in terms of demolishing the building.

The second point is the building next door to us when it got redeveloped was actually set back to accommodate planning permission for the highway that's projected, and there's a bus rank and I know one of the issues would be to keep the flow of traffic going in those two lanes to town, and there's definitely sufficient room to accommodate a bus bay, where you could actually take the bus out of the lane with the bus rank on that property side and

thereby avoid having to also then push everything back on to our property, if you just pushed it up a little bit.

So those are the things that we have been looking at possible solutions, and if someone could work with us in terms of accommodating that as opposed to demolishing a portion of the building. There are two archways that hang over the pavement area which is on our boundary. If we needed to look at an alternative in terms of removing that to make it a better walkway to accommodate the expansion and avoid having the building removed and also the parking, then we could have a look at that as well, and that would be a minimal cost in comparison to actually demolishing the property itself or a portion of the property.

Currently I've got a surround sound theatre-type retail shop and there's a gymnasium that accommodate those two locations, two retail stores, and obviously they require the parking ratios and stuff like that. So, yeah, if we're able to engage in terms of the rationale of the median because that definitely impacts on the parking, and if there's any way of talking through the front section.

MS BARTLE: Well, just working through those: the median, the actual cross-section of the road has come from Main Roads, and it is the standard for WA at the moment, so that's what it's based upon. Why you've got a median there is it actually is allowing a right-hand turn down into Stanley Street and then another right-hand turn, so it widens out between those two into - - -

MR ARCHIBALD: So it's going to remain a painted one?

MS BARTLE: No, it would be a solid median in this.

MR O'HURLEY: Left in, left out.

MS BARTLE: So, yeah, you would have left in, left out off Boronia in this design.

MR ARCHIBALD: Sorry, where are we?

MR O'HURLEY: Yeah, that's correct.

MR ARCHIBALD: With Boronia?

MS BARTLE: Yeah, that's right; yeah.

MR O'HURLEY: Yeah, that one there.

MS BARTLE: So that's a solid median.

MR O'HURLEY: The rationale why this is no longer or is proposed not to be an open median is because the two side streets don't match up, so if there was free movement allowed, it would raise the risk of accident with traffic trying to sneak across, which they

probably do now. So it's the safety measure is having controlled turning pockets, so where traffic now can just stop and turn right, there'd be controlled pockets so the access is being rationalised along the side streets.

MR ARCHIBALD: Okay, but then if you are coming up Stirling Highway, how do you get to my property, because you can't - I mean, your two, three roads up there - you can't get up and at the traffic light you can't get around, so I'm now severely prejudiced with a median sitting right there. I mean, your submission of people going across: I've worked there for over two years in an office and I've never seen anyone go right across. You can't get across three, four lanes of traffic and 90 per cent of the time there's traffic, it gets backed up from the traffic lights anyway so you never, ever have an access to go across.

CR MACRAE: I think it's really important to appreciate that what we're doing at the moment is looking at how wide the road reservation is going to get. At the moment it's very wide and we're looking to shrink it so that it gives certainty to all the landowners in the area - - -

MR ARCHIBALD: Yes.

CR MACRAE: - - - reduces the potential for blighted properties where they don't do any work on their properties. In terms of the detailed design, you know, and the construction of a future Stirling Highway, that's decades away.

MS BARTLE: A long way off.

MR ARCHIBALD: Yeah.

MS BARTLE: And there'd be a lot more design work done. This is just a base line that has been used to determine the width of the reservation.

CR MACRAE: So what is basically Main Roads' view on the safest outcome for this stretch of road, and that's a problem with Stirling Highway, all the roads are staggered, there's no straight - - -

MR ARCHIBALD: There are no alignments, yes.

CR MACRAE: That's right, so that's an issue that occurs. It's a problem now, so when the road gets a little bit wider it's going to be more of a problem, because obviously cars will have a longer distance to - - -

MR ARCHIBALD: Yes.

CR MACRAE: But, you know, that's one thing that is a long way into the future. We just want to get at this point in time, to just get that reservation.

MR ARCHIBALD: Yes.

MS BARTLE: But the other point there is that should this become a project, which it's not at this stage, for the implementation, there would have to be a lot more detailed design work done and a lot more consultation. So at that point you would actually have an opportunity to have another say and to negotiate, if possible, on some of these things.

Another point you made was about the cycle path and the width of - these are some of the points that are being made quite often, and this is the opportunity for the panel to have a look at that and see if this reservation is appropriate and, if not, what could be modified, so these are the things we're listening to so that we can make appropriate recommendations.

MR ARCHIBALD: Yes.

MS BARTLE: There are a few like you, where it's just the front of the property is being nipped so, you know, we are looking at all of those to see if there's opportunities that they could be done. I don't know what that will be at this point in time. We've got quite a long way to go before we make any recommendations.

MR ARCHIBALD: There are at portions big areas that could be worked through in terms of finding a solution.

MS BARTLE: Absolutely.

MR ARCHIBALD: So really for us it's just to say are we able to comment on, are we able to work through solutions?

MS BARTLE: Yes.

MR ARCHIBALD: And also just identify that there are potential opportunities to make changes without incurring large costs to yourselves, or the state and ourselves in terms of the property itself.

MS BARTLE: Yes. So they're the opportunities that we're taking into consideration for this part of the process.

MR ARCHIBALD: Okay.

MR THORPE: Is there any suggestion as to when, if it were to occur, it might occur? I mean, you've talked about decades.

MS BARTLE: Yes.

MR THORPE: I mean, it may never occur. That's - - -

MS BARTLE: It may never occur. At this stage what we're saying is probably around about 20 years. There is no treasury budget for it and there is no forward planning from Main Roads for it at this stage.

MR THORPE: And I presume it would be perceived to be a substantial project.

MS BARTLE: It would be a major project, that's right, and it may be done in stages, if it was done, or in parts.

MR THORPE: (indistinct) projects, yeah.

MS BARTLE: But at this point in time there is no project as such and it's not on the forward planning, so you would be looking at around 20 years if it were to be done.

MR THORPE: Is there any other project in the air to take traffic elsewhere? I mean, I've heard from time to time - and it may be just a layperson's suggestion - about running a highway down the railway line. Is that being looked at or anything of that sort?

MS BARTLE: Our process is just to look at the reservation as it exists and to rationalise it and make sure that what is, yeah, reserved under the Metropolitan Region Scheme is appropriate for future demands for Stirling Highway. It's not been to look at anything else.

MR THORPE: My observation about the 3.3-metre verge: what's the rationale for that?

MR O'HURLEY: The verge is - - -

MS BARTLE: It's actually 5.1.

CR MACRAE: 5.1.

MR O'HURLEY: - - - proposed to be 5.1.

MR THORPE: No, no, the footpath I think is 1.8 and there's a verge of 3.3. That's what the - - -

MR O'HURLEY: That makes it 5.1.

CR MACRAE: Yes, so that makes it 5.1.

MS BARTLE: I see.

MR THORPE: Yes.

CR MACRAE: Yes, that's what we'd call 5.1 - - -

MR THORPE: Okay. Well, that's a huge - given that you've got a cycle path - - -

CR MACRAE: Then you've got a 1.5 cycleway

MR ARCHIBALD: You won't have to water it.

MR THORPE: Yeah, a 1.5 cycleway.

MS BARTLE: We'll make you water it.

MR THORPE: And a 5.1 - a hell of a lot of land.

MS BARTLE: It is just a standard that is the current standard from Main Roads, so, yeah, it's generous.

MR O'HURLEY: The intention of the wider verge is that all servicing infrastructure will be located in the verge, so if there was any major servicing requirements, what happens currently is lanes of Stirling Highway are closed. So the principle behind the wide verges is for infrastructure co-location, and also to provide a buffer between the property and the actual road.

MR ARCHIBALD: It could cost a lot of money to accommodate that, if buildings have to be demolished to look after wiring and stuff.

MS BARTLE: Corinne, did you have any questions?

CR MACRAE: Just the question - and this is what I've been asking most people, actually - when you purchased the property or developed it, were you aware of the existing reservation that went through part of it?

MR THORPE: Neither of us were around when it was purchased.

CR MACRAE: Okay, right.

MR THORPE: It's in the 90s.

CR MACRAE: Right, okay.

MR THORPE: And the property has been developed in that time.

MS BARTLE: Yes.

MR THORPE: A new building hasn't been created, but an existing building has been substantially upgraded so I'm not quite sure how that was able to occur, because it was almost a new building but probably on the existing footprint so it probably didn't offend the reservation as it then stood.

CR MACRAE: Yes.

MS BARTLE: A lot of development has been done within the existing reserve, I think because there wasn't certainty. It's a very old reservation and I think within all the different

local government authorities, it was just seen as an uncertainty, so there was about a five-metre principle, wasn't there?

MR O'HURLEY: In the interim, yes.

CR MACRAE: That's right.

MS BARTLE: So that there's an interim principle. So this is to try and stop that and give everyone some certainty as to exactly what it should be so any future development knows where it can build up to and not be this line back here.

CR MACRAE: And also opportunities, to create opportunities for more intensive development. When half-properties are reserved, no-one is going to invest millions in a substantial development, so this is to try and get some investment moving, I suppose, into Stirling Highway, which would benefit everyone, one would hope.

MR ARCHIBALD: Okay.

MS BARTLE: Did you have any other questions?

MR ARCHIBALD: No.

MS BARTLE: No. We've got quite a long process ahead of us to keep going: we've got a number of days of hearings over a number of weeks, then there's report writing and recommendations to WAPC, then the minister and then parliament, so there's many months of work ahead of us and you will get notification in time or there will be a response to the submission that was made on the outcomes, but it will be some time coming.

MR ARCHIBALD: Very well.

MR THORPE: Okay.

MS BARTLE: But we appreciate your coming in. It certainly helps to get everyone's perspective.

MR THORPE: Okay.

MR ARCHIBALD: Thank you.

MS BARTLE: Thank you.

CR MACRAE: Thank you very much.

MS SUSANA KENDALL & MR RHYS EDWARDS
representing Rhys Edwards

MS BARTLE: Hello. Just have a seat. Welcome.

MS KENDALL: Thank you.

MS BARTLE: These are the MRS hearings for - I'm sorry. These are the public hearings for the MRS Amendment for the Rationalisation of Stirling Highway Road Reserve. I am Megan Bartle. I am the chair. This is Corinne MacRae, panel member, and we have technical support from John O'Hurley from the Department of Planning. Just to reiterate some of the information you probably have been provided with, the panel represents the WA Planning Commission. We have a copy of your submission or the submission that's been made that we're hearing from you and which has been read by all panel members. It's an opportunity for you to provide us with a verbal presentation so we are sure that we have got a clear understanding of what your concerns and issues are and for you to make sure we have.

MS KENDALL: Yes. Fantastic.

MS BARTLE: These are public hearings. As much as this is a private session for you, it is being recorded and the transcript and recommendations will become a public record in due time. We have allowed 15 minutes for your presentation. I will hand over to you, and if you could just start off by stating your name for the record.

MS KENDALL: Yes, absolutely. My name is Susana Kendall. I am here on behalf of TPG, and this is - - -

MR EDWARDS: Rhys Edwards. I'm the owner of the property.

MS BARTLE: Thank you.

MS KENDALL: So we are here today to talk about number 35 Stirling Highway, Nedlands, which is also known as the former Nedlands post office. So what we will quickly probably go through is a description of the site and we will refresh everyone's memory on the siting arrangement, alignment of the regional road reservation, and then will come to our concern about the alignment as it currently stands.

I'll probably flick over the next slide. So the site is located on the northern side of Stirling Highway, on the corner of Merriwa Street. It's just west of Winthrop Ave, so really at the eastern end of the study area. The site comprises two lots which are arranged in a north-south arrangements. It's around 980 square metres.

The next slide: so the subject property contains a single-storey brick and tile post office which has an interesting history not only of local value but also of value to the state. It was

built in 1934 by the Commonwealth Works Department in the inter-war Mediterranean style and at that time it was built to service a population of 8000 people who were then using the Subiaco post office for their postal needs, and that's a picture of it to the left. In the 50s it became apparent that the building's size no longer met the needs and so they expanded it to the west and an additional building was constructed.

In 1998 the post office shut down and it was converted to an office, and today it's still used as an office, and that picture on the bottom right is what it currently looks like today. In terms of the building setbacks, it's approximately a 3.1-metre setback to the Stirling Highway property boundary and it has a porch and steps which are set back approximately 2.8 to 2.6 metres respectively.

The next slide: so the proposed amendment has significant benefits for the property, as almost the entire site is covered by the 1963 regional road reservation and as you can see, currently only 6.4 per cent of the site is actually zoned urban. That top bit near the back of property next to the lane is really the only urban portion. The rest is the reserve, so the proposal substantially reduces the reserve from approximately 920 metres square to 89 metres square, bringing it to the front of the lot. However, the proposed alignment actually cuts through the front facade of the post office, which will be quite catastrophic for the presentation and retention of that building.

The next slide, thanks: so whilst our client supports the initiative of the WAPC to rationalise the reservation, we have concerns about the current alignment and basically we have got two main reasons for that, heritage impact and also design philosophy. Can we look at the next slide? Okay. At the time of planning for this amendment, the subject place was only listed on the local City of Nedlands heritage list. Since this time, particularly more specifically May this year, it was permanently listed on the state register of heritage places. This listing really confirms the place is important for the history of the state and the need for it to be appropriately conserved. This is just some extracts from the state register documentation, to the left zones of significance plan, so the front of the building, the cross-hatch, is the area that's of primary significance.

MS BARTLE: Yes.

MS KENDALL: And basically it was listed because it's a good example of the inter-war Mediterranean style and also its rarity value. There was only one or two post offices built in the inter-war period. Most were built in the federation period. The next slide, please. Okay, so given the proposed alignment of the reserve runs through the front facade, it would result in the site being demolished to accommodate the works, which would completely annihilate the place's heritage value, which is based on its architectural style and streetscape contribution. It would have an irreversible heritage impact. Also the proposed reservation in its current form is considered to conflict with and undermine the following provisions of State Planning Policy 3.5, which is to conserve places and areas of heritage value and to ensure heritage significance is given due weight in planning decision-making.

Then the next slide, please: so the next point I would like to raise is the design of the proposed realignment. The primary regional road reservation appears to focus on a road design and construction philosophy to the detriment of broader planning and urban design objectives, including in this instance the retention of heritage fabric. It is understood when designing the concept for the realignment of the reservation, the retention of state registered places was the main focus and that local places weren't, so you can see on the plan to the left our place is shown in light blue because at that time it was recognised as a place of only heritage value.

MS BARTLE: Yes.

MS KENDALL: So now circumstances have changed, we think it's important to revisit this site and the design for it. We note in the accompanying report to the amendment that was dated March 2012 there are certain criteria which were used to develop the concept and one of those specifically states adapting of design is required to minimise impacts on state heritage properties and it also outlines that there is scope to actually reduce the reserve up to 4.1 metres where it's considered a constrained site, and we consider because of the heritage, that is a constrained site, and we would be grateful if this could be looked at.

Also in relation to the truncation, we just would like to highlight that the Development Control Policy 1.7, General Road Planning does allow that truncation may be reduced or deleted in established areas in order to retain significant aspects of heritage value, so in this presentation we sought to establish that the primary regional road reservation boundary warrants special consideration. We think that it's quite a significant width, the verge that is retained at the moment, and hopefully that will be enough to accommodate what the WAPC needs for its future road-widening requirements whilst retaining the important heritage building.

Accordingly, we respectfully request that the commission extend the urban zone southwards to include the entire Nedlands post office and its portico and steps and this would provide for the retention of a highly significant heritage building and ensure it contributes to the streetscape setting and the history of both Nedlands and the state.

MS BARTLE: Okay. Mr Edwards, did you want to add anything?

MR EDWARDS: Don't knock the building over.

CR MACRAE: Well said.

MS BARTLE: Corinne, did you have any questions?

CR MACRAE: No, I don't. No, I think it's pretty comprehensive.

MS BARTLE: I think the point is taken that it's on the state register now and so I think the criteria that you have listed as to why it should be looked after will be taken into consideration, and that would be certainly I think the position of the recommendation,

because in the current position that state heritage is preserved, so certainly I can state on behalf of the commission that we will be looking at it and making sure that what can be done will be done.

MR EDWARDS: Just as a layperson - I mean, all you guys talk of this stuff. It goes over my head.

MS BARTLE: Yes.

MR EDWARDS: It just appeared to me that both people could have a win in that situation. Like, the road-widening doesn't really start until after Ashton - - -

MS KENDALL: After Merriwa Street.

MR EDWARDS: After Merriwa Street, so it's kind of like - and the footpath is pretty wide. I have been out there with a tape.

MS BARTLE: Yeah, yeah.

MR EDWARDS: There is a lot of footpath there. There's a couple of trees that are probably getting in the way. Well, they could, you know - - -

MS BARTLE: Yes.

MR EDWARDS: So it seems like the road-widening can take place and the building can be preserved.

MS BARTLE: Yeah, it could be accommodated anyway.

CR MACRAE: It probably won't take place for a long time.

MS BARTLE: Yes, I was going to say that.

MR EDWARDS: I understand as well that it does - - -

MS BARTLE: But to ensure this, yes.

MR EDWARDS: That's another good point. It won't take place for a while, and obviously as time goes on the building becomes more heritage-important.

MS BARTLE: That's right.

CR MACRAE: Absolutely.

MR EDWARDS: It's a very strong building, with lovely big floorboards and very strong walls and everything.

CR MACRAE: Yes.

MS KENDALL: Still got its original safe and - - -

MR EDWARDS: Got the original safe, so it has got a lot more useful life in it.

MS BARTLE: Sure.

CR MACRAE: It's fantastic that it's on the state register. It really is fabulous.

MR EDWARDS: Thank you. I mean, there was plans where I could have developed it with another storey and I just thought it's just nice as it is, leave it as it is. It's a friendly building - because I used to go there as a kid, actually, with mum. I remember going in there as a post office and there used to be steps down the side, actually, in Merriwa Street coming down.

MS BARTLE: Yep.

MR EDWARDS: You can still see the old arch there where it used to go up and down. So, yeah, it's a building that's - you know, I keep it up to scratch and probably put a lot more into it to - there's a lovely set of offices there.

CR MACRAE: Yes, wonderful.

MS BARTLE: It's good to have people like you doing that with heritage buildings. I don't have any questions either so, yes, I applaud the retention of heritage, so we will do our best - I'm sure it will be fine - with this reservation process.

MR EDWARDS: Thanks very much.

MS BARTLE: We have a long way to go with the MRS amendment and we have got a number of days over a number of weeks of hearings, and then there's quite a lot of time - well, months of time - in writing reports with recommendations to go to the WAPC, then to the minister and then to parliament, so in time you will get a response to this submission but, yes, it will take some time for us to complete this.

MR EDWARDS: That's all right. Take all the time you want.

MS BARTLE: Yes, I guess just to reassure you that this isn't an implementation process; this is really just that reservation, looking at it, and I think this is actually a better outcome, and especially if we can pull it right off, yes, and give you back your urban zone.

MR EDWARDS: That's it, and it will blend into the streetscape and the residential and everything there and the highway can be widened and everyone goes away happy.

CR MACRAE: Life goes on.

MS BARTLE: That's right. All right. Thank you very much for your time.

MR EDWARDS: Thank you.

MS KENDALL: Thank you.

Transcripts of hearings

Day Four

Friday 18th October 2013

Minutes of the Committee hearing submissions on Metropolitan Region Scheme Amendment 1210/41 - Rationalisation of Stirling Highway

DAY FOUR - Friday, 18 October 2013, 140 William Street, Perth

The composition of the hearings committee was endorsed by the Chairman of the Western Australian Planning Commission on 13 August 2013, in accordance with the 27 October 2009 resolution of the Commission.

Chairperson	Ms Megan Bartle	Member of the Statutory Planning Committee
Members	Cr Corinne MacRae	Local Government (<i>arrived 1.22pm</i>)
	Mr Kent McDowall	Independent, with Transport Expertise
In attendance	Ms Marija Bubanic	Department of Planning
	Mr John O'Hurley	Department of Planning
	Mr Steven Radley	Department of Planning

The presiding officer acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed those present. Presentations to the Committee commenced at 10.39am.

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

The following people made presentations:

- 1) Ms Anne Arnold and Mr Graeme Gammie for submission number 69.
Ms Arnold and Mr Gammie represented the State Heritage Office.
- 2) Ms Kerry Revell for submission number 477.
Ms Revell represented herself.
- 3) Mr Paul Jeffree for submission numbers 131.
Mr Jeffree represented Marjorie Jeffree.
- 4) Mr Tony Blackwell submission number 282.
Mr Blackwell represented Blackwell & Associates Pty Ltd.
- 5) Mr Goran and Mrs Amanda Nikolich for submission number 298.
Mr and Mrs Nikolich represented themselves.
- 6) Mr David and Mrs Ada McGechie for submission number 179.
Mr and Mrs McGechie represented themselves.
- 7) Mr Gianpaolo Crugnale (Gage Roads Construction) for submission number 487.
Mr Crugnale represented himself.
- 8) Mr Sam Kronja and Ms Victoria McDonald for submission number 416.
Mr Kronja and Ms McDonald represented the Presbyterians Ladies' College.

Ms Bartle declared the hearings closed at 3.00pm.

Chairperson: ky Bie

Date: 12.12.13

MS ANNE ARNOLD & MR GRAEME GAMMIE
representing the State Heritage Office

MS BARTLE: Good morning.

MS ARNOLD: Good morning.

MS BARTLE: Please take a seat wherever you would like to sit.

MS ARNOLD: Thank you very much.

MS BARTLE: Welcome. These are public hearings as you are aware for the Metropolitan Region Scheme Amendment 1210/41 on rationalisation of the Stirling Highway road reserves. I am Megan Bartle. I am the chair. This is Kent McDowall and we have technical support today from John O'Hurley from the Department of Planning. How are you?

MR McDOWALL: Good.

MS BARTLE: As you are the first cab off the rank today I will acknowledge the traditional layers of the land on which we are meeting, the Noongar people. You may well be aware of this process but just to recap. We are representing the WA Planning Commission on these hearing. We have a copy of your submission which the panel members - we have a third panel member but she is at a funeral this morning - but read all of the submissions. We will re-read them before any recommendations are made and this is just an opportunity for you to make sure that we understand the points that you want to raise and/or begin and any concerns that you have.

They are public hearings so they are being recorded and a transcript of the recording along with recommendations will be tabled in Parliament and will be public record. We will give you about 15 minutes for your presentation and that will allow a bit of time at the end for some dialogue between us to make sure that everything is clear, because it is being recorded. I will hand over to you and ask you to start by stating your name and presenting.

MS ARNOLD: My name is Anne Arnold, I'm the deputy chair of the Heritage Council of WA and I'm also the chair of the Heritage Council's development committee, so to the extent that the Heritage Council has looked at this, it's been done in its development committee because we can put the impacts of any proposed development on heritage listed properties who try and register.

MR GAMMIE: I'm Graeme Gammie, executive director of the State Heritage Office and we support the Heritage Council with their day to day business, so we do the work.

MS ARNOLD: And we take all the credit. That's why it's always been hard work. Look, I, having been in your seat doing these things, I do understand that you don't need us to recap

completely what you've already read and seen. I'm assuming that as part of it you've seen the mapping of - could we hand this into evidence if you would like to have it.

MS BARTLE: Yes.

MS ARNOLD: This is a piece that identified all of the properties in Orange that are actually currently on the register. The blue are things that are on local municipal inventories and the green are things that have been assessed by the Heritage Council potentially for registration.

MS BARTLE: Okay. Thank you.

MS ARNOLD: Since our submission, Graeme, there's been one more property added to the register - - -

MR GAMMIE: That's correct, yes.

MS ARNOLD: - - - over and above what - - -

MS BARTLE: Actually to the Orange?

MS ARNOLD: To the Orange, yes.

MS BARTLE: Oh, yes, I think John has actually provided us with that.

MR O'HURLEY: From Nedlands post office?

MR GAMMIE: Correct, yes. Yes.

MS BARTLE: Yes, and we have had a submission for them as well.

MS ARNOLD: Yes, MS1 to 14 and 14 to 15. Look, I might just hand over to Graeme just in terms of, I guess, the key points and then I might elaborate if necessary.

MS BARTLE: Great. Thank you.

MR GAMMIE: Thank you. Just briefly, the framework that we're approaching in our presentation is based around the way the Heritage Act and the Heritage Council interact with instruments such as the Planning and Development Act, the State Planning Policy 3.5, the Heritage Act itself, the Government Heritage Property Disposal Process and the State Government's State Cultural Heritage Policy which was endorsed by Cabinet in 2011. By way of an overarching summary, the State Cultural Heritage Policy statement of intent is that the heritage places should be conserved. The State Planning Policy 3.5, which I probably don't need to mention to you, but states as one of its objectives is to ensure that heritage significance at both the state and local levels is given due weight in planning and decision making.

Further to that, the Heritage of Western Australia Act requires that any proposals that could adversely affect a registered place should be avoided unless there's no feasible and prudent alternative and there's a way of going through that process. We've introduced ourselves so we won't go back to that point, but as Anne alluded to a key role of the council is to identify and assess and make recommendations to the Minister for Heritage for places that cross the threshold for entry in a state register of heritage places.

To put that in perspective there's about a million places around WA, but just 1350 of those are on the state register, so it's a very small proportion of the total estate and these are the places that the State of Western Australia through the Minister for Heritage has identified as those that should be conserved and preserved for both current and future generations. The Heritage Act also requires local governments to apply imageries of places of local significance - and there's about 22,000 of those statewide - and they also include those into statutory heritage lists attached to the local planning scheme of which there's a number here.

Just by way of clarification, we noticed in the original SHACS report there was a mention about 1750 heritage places associated with this proposal. Our analysis of that - and that's why we've mapped it out - is there's actually - there's the 15 on the state register and about a further 75 that are locally listed as being important heritage places. It's not quite as ubiquitous - - -

MS ARNOLD: There seems to have been an order of numbers changed too. We don't understand where the 1750 came from. John may know.

MR O'HURLEY: I think in the report it was an approximation based - because the sources of information come from seven different local government authorities. We've now reviewed - and I've got a formal list - and we have approximately 117, yes, including the State Heritage, because generally heritage are also on the local entries.

MR GAMMIE: Correct, yes.

MS ARNOLD: Sure.

MR GAMMIE: No, that's quite right. That's why we went through the mapping exercise to be quite clear about what we're talking about and because we were a bit overwhelmed by that number in the report in the first place.

MS BARTLE: It seems a bit daunting.

MS ARNOLD: Yes. We thought you would have lots of submissions if there were 1750.

MR McDOWALL: Yes, that is right.

MR GAMMIE: Correct. Yes. As Anne mentioned, a major part of the council's work is to advise decision-making authorities on proposals that may affect state registered places.

That includes bodies such as the Planning Commission when it comes to doing things, so under that that's covered off by section 11 of the Act and what the Act says is that the decision-making authority makes its determination on a proposal consistent with the Heritage Council's advice unless there's no feasible or prudent alternative.

That's something that does come up from time to time but really quite rare. There's only a handful of occasions in 20-odd years where that's been the case. The draft MRS amendment has been referred to the council and considered in light of the elements that are most likely to affect places of cultural heritage significance and that's, namely, the proposed boundary changes to the reservation which overlay the curtilages of registered places and in some case intrusion with the highway infrastructure into the curtilage and build fabric of registered places.

The curtilage is what we register, which is typically lot boundary or it might be separate lots into the place, so what's proposed here does have a direct impact on those places. Council's submission - and you've no doubt already read that - is that the council does note that the proposed MRS amendment will rationalise and reduce the area or site for the highway reservation. However, I just mention the proposal will impact on the settings and potentially building fabric of 15 state registered places. The council submits that the highway reservation should avoid encroachment on the curtilage or buildings of registered places and recommends that the proposed Stirling Highway reservation configuration be reviewed in an effort to find alternative solutions to minimise impacts on places of state cultural heritage significance.

By way of an example - and we're certainly not highway designers, I don't think, we would attest to that and leave that to the experts and certainly understand that this is not an easy process - what springs to mind is to the council in looking at the proposal is that perhaps some way of utilising more of the rail reservation within the City of Fremantle, the town of Osborne Park and Shire of Peppermint Grove and so on, may assist in protection of the curtilage and building fabric of registered places.

The council does have similar concerns for eight places on our assessment program. They're the ones in green. They're similarly affected there and also there's 75 places we've identified of local heritage significance which will be affected through the amendment. We've already covered off that there was one new place which is in the register so that's fine, but given the time there's no real time-frame that we're of implementing works. It is highly likely that a number of those places on the assessment program will make their way onto the register, so that means that their status as a place of state heritage significance will be confirmed some time in the future.

We talked about the (indistinct) I just wanted to mention in the lead up to any works being undertaken on the highway in the property that the state proposes to dispose of that's either state registered or more than 60 years of age, must be referred to the Heritage Council for assessment and advice under the Government Heritage Property Disposal policy process, and that's where disposal can include demolition. In any event, the Council would need to be consulted and provided statutory advice associated with any changes that might occur in actual works.

By way of conclusion then we'd be quite happy to take any questions or further conversation, the Council acknowledges that this project is a challenging one that needs to balance the transport needs of the broader community with the needs of directly affected property owners and their nearby communities. It's understood that rationalising the highway reservation will result in a narrowing of the reservation in some areas, creating more urban zoned land. The Heritage Council submits that alternative ways of working with the existing heritage places should be critically examined and explored to ensure their retention consistent with the heritage statutes and policy frameworks endorsed by government.

In this regard the Council is keen to work with the Planning Commission towards achieving this outcome and would like to be involved in further consultation to assist in the preservation of those state registered places. So that's our full presentation.

MS BARTLE: Thank you. Anne, did you want to add anything more?

MS ARNOLD: Only I think that there aren't a lot of properties that are threatened. It's a very small number considering the early - I mean, this was the early settlement in Western Australia.

MS BARTLE: Absolutely.

MS ARNOLD: I mean, it could have been 150 and the fact is that it's only 15 currently on the thing. So I guess we feel quite strongly that there needs to be some thought given to engineering solution in some areas. We accept that's very difficult but I mean, in reality, for example, the Claremont Council is currently rebuilding its offices as you probably are aware. They haven't touched the front of their building, they're simply building on the back. So the alignment issue of the highway reservation - I think it runs through the front of the Claremont Council chambers - just.

Clearly we obviously have concerns about Christ Church and the rectory, and in particular Cottesloe Police Station which shows that actual road would run through - is it the reservation or the road that runs - - -

MR GAMMIE: The road.

MS ARNOLD: The road actually runs through fabric and that seems to us to be a rather potentially over-engineered solution to a road traffic issue when there seems to be at least the potential for the road to be realigned more towards the railway line. Now, as we said we don't know but to lose a state registered place - as we've said - there's only 1,350 of a million places in Western Australia on the register that are important. There's nothing trivial about any of them, they're there for good reasons. So we just encourage the Planning Commission to give some consideration to making sure that we preserve as many of them as we can.

MS BARTLE: I can tell you that the recommendation of this Committee is going to be that certainly state heritage listed places are preserved. The interesting part is that you raise about the curtilage because for a moment the position has been about the build fabric of those places, so I guess - not guess, I'm asking - the curtilage is equally important because it's the context.

MR GAMMIE: That creates the - yes, it's the context.

MS ARNOLD: It's the context, yes.

MR GAMMIE: And the setting.

MS ARNOLD: The setting of the building.

MR GAMMIE: Generally what that does is - means that we try and preserve the curtilage around it because that's significant in itself. So it's part of the story as much as the building so the building is only one element of the heritage place, so you know, curtilage is an important element in terms of managing change around that place.

MS BARTLE: Kent, did you have any questions or clarifications?

MR McDOWALL: Yes, in the sense that the curtilage - obviously someone would like to retain it all, how significant though is the curtilage, in other words, if you have say six or seven metres from the built part if a smaller part of that was to be lost, what impact actually occurs?

MR GAMMIE: To have sort of a single answer to that, each property is a little bit different, and certainly depends on to what extent that loss gets closer and closer to the built fabric. So, for example, the art deco precinct in Nedlands, for example, and Dalkeith Road is a good example. That's a very intact streetscape and something that the Heritage Council has an interest in, and the highway infrastructure looks as though it's almost abutting the buildings. Well, whether that's a practical - but, you know, the reservation actually comes within behind the - - -

MS ARNOLD: Behind the facade of the buildings.

MR GAMMIE: So one would presume to give effect to the infrastructure you'd actually have to demolish the building which makes the entire lot - - -

MR McDOWALL: Is there any room for compromise in terms of the curtilage, is really what my question is.

MS ARNOLD: Well it would depend on - - -

MR GAMMIE: Given you've got all these conflicting - look, it is - sorry, Anne.

MS ARNOLD: No. If you looked at - I mean, I think Cottesloe Police Station is probably the one where the curtilage is - the fabric's affected but even if you drew the road in a different way you would still impact on the curtilage and the problem with that is that you've got - most likely you'd have to have a fence in order to protect the building from traffic and the whole context of the police station as being part of the community is lost, so I think that's probably one where curtilage is almost as important as the fabric of the building.

But there'd be other examples, perhaps, where there was a big setback from the road and if you were going to lose maybe three metres of it you could probably live with that. But as Graeme said, it's really very site specific, isn't it? So for example, I think the rose gardens - the peace garden in Nedlands - - -

MS BARTLE: Yes, they are affected.

MS ARNOLD: They're affected and they're, I think, local. They're not on the state register.

MS BARTLE: That's right (indistinct)

MS ARNOLD: You could imagine that taking some of that would not be disastrous because it would be able to be moved back and it's a large piece of land, so whereas the Cottesloe Police Station or the Windsor Theatre become quite problematic because they're close to the highway anyway.

MS BARTLE: And their structures.

MR McDOWALL: And it does provide a buffer, too, between the physical activity of the highway and this infrastructure in the building itself (indistinct) in Christ Church and those sort of buildings.

MR GAMMIE: Yes, that's what I was - - -

MS ARNOLD: Christ Church and the rectory are particularly - - -

MR GAMMIE: That's what I was probably wanting to hear.

MR McDOWALL: Yes.

MR GAMMIE: How far's enough?

MS ARNOLD: Yes, well, as much as we can have, thanks.

MR McDOWALL: That's probably the truth of it because, you know, naturally the original Stirling Highway, you know, convict built as it was, was - you know - just - you know - narrow (indistinct) underneath, so - you know - it's sort of the road's encroached over time - - -

MS BARTLE: It's just a number of roads that connected.

MR McDOWALL: - - - so here's what it is.

MS BARTLE: Not a highway. I have a question in relation to your assessment program - so the ones in green. How long is that process for you?

MR McDOWALL: It's probably as long as a piece of string. Unfortunately, Megan, it's one of those things where we have a back log of about 600 places to assess and quite finite resources, so each year that the Council needs to make a decision on what these priorities are and typically we can kick off about 30 of those a year.

MS BARTLE: Can you make those a priority?

MS ARNOLD: No.

MR McDOWALL: Yes, well, certainly it's - - -

MS BARTLE: Given the context of this, I just wonder if that is a - - -

MR McDOWALL: It is, yes, and you know, we've moved the Nedlands Post Office through and we're looking at others at the moment. So we are taking this as a priority where there is a larger government policy coming out to play.

MS BARTLE: At play.

MS ARNOLD: Yes, and whereas we can put other things on the backburner, if there's no development pressure. So we can start looking at these more quickly, but for example we're also - we find ourselves in situations where owners of properties aren't interested in being on the register and so we find it's more difficult to undertake a process of assessment if the owner's not onside, so that can be difficult, so we try to look at working with owners cooperatively rather than forcing them and I think there's a few issues around that but the Matilda Bay Brewery, the old Dingo Flour Mill - that's well through its assessment process.

MR McDOWALL: The assessment's completed but we've been now talking to the owner for some years, so what we find is that it can take quite a long time of gentle negotiation to, you know, help an owner understand what it means to be on the registry and indeed how flexible development can occur. Often we're dealing with that well held perception that heritage really stops development which, in reality, it doesn't. So, yes, particularly with owners that have made a deliberate decision to acquire a property such as that, which is about development - and obviously they'd prefer as few constraints as possible. So it is quite a lengthy and - you know, we'd prefer not to twist arms.

MS BARTLE: Yes, sure.

MR McDOWALL: Because ultimately it's a decision of a minister and they are keen to ensure that we've done everything we can to line up (indistinct)

MS BARTLE: Yes, I suspect you might have a few more applications. There's only a few people who have MI listing that are talking about trying to get them on the state - - -

MS ARNOLD: Well, indeed. In fact one of them we were talking about - and I won't mention which one it is - but we were talking about the fact that if the alternative is having your building knocked down by a highway, you might just actually think a listing on the register is quite a good thing.

MS BARTLE: I think so, too.

MS ARNOLD: So, yes, you know, I think that's the point Graeme makes is well made - that the practical issues of doing assessment is linked because it's historical research and so on but it's not anywhere near as lengthy as the small politics of trying to encourage owners or people in the precinct to come on board and not see it as a constraint to being able to live in and develop their property as they might wish. So that's the big part of the assessment program in many ways, is managing those expectations of owners.

MR GAMMIE: Was there expectations around the consequences of heritage listing?

MS ARNOLD: Heritage listing.

MR GAMMIE: But it's also expectations about the extent that heritage listing can protect the property, because ultimately Heritage Council is an adviser to the decision making authorities and the decision making authority has the final say, so obviously the Act encourages them to decide consistent with Heritage Council's advice. There is that other trigger, so we need to be mindful of the reality as well, not creating a false expectation that's going to cost to re-save everything.

MS BARTLE: No, I understand that.

MS ARNOLD: Yes, that's right.

MS BARTLE: So, I mean, we're running a bit low on time now but just one last quick question from me. The properties in blue - there's been quite a few submissions about local heritage - things that aren't state - and the, I guess, weight that should be put on actually this, when we're looking at this sort of thing, how much credit and weight should be put towards some of that local heritage, which is actually, you know - you talk about curtilage, there's whole swags of things that actually seek context of character of communities and things like that, which are only on MIs at the moment.

I'm just wondering what the position of the State Heritage Council is on that. I mean, given that we have to give these things consideration, I'm just interested in your view. There's not a lot of weight given to them at the moment when you're looking at this kind of context.

MS ARNOLD: I guess that depends - to the extent that they're included in the town planning scheme of the local authority, you would give more weight to that than an MI that wasn't statutorily - - -

MS BARTLE: Just sitting there.

MS ARNOLD: That's just sitting there. I think the Heritage Council takes the view that if the community has seriously thought about and consulted - so the local authorities consulted the community and they've agreed, and it's attached to the town planning scheme, that we would give considerable weight to it if we were looking at it.

MS BARTLE: Yes, if you were looking at (indistinct)

MS ARNOLD: But I accept that it's not, you know, it hasn't got the weight of a state registered place. You know, and there aren't very many of them so our threshold and our hurdle is much, much higher generally speaking, I think, isn't it? So there are many places on municipal inventories that simply wouldn't meet the criteria to be on the state register.

MR GAMMIE: They're not intended to in that sense.

MS ARNOLD: And they're not intended to do that.

MS BARTLE: No, that's why you have the two (indistinct)

MS ARNOLD: Yes, but they're valued by the community - maybe for different reasons - and if there's been a consultation process and it is adopted as part of the town planning scheme then I don't think it's possible to simply ignore it. That would be our view.

MR GAMMIE: Yes, and in the longer run - particularly those that have made their way into statutory lists in local planning schemes - you would expect them potentially to be looked at in the future, in terms of potential state listing. So at this point in time we've got a work list that will probably keep us going for the next 20 or 30 years quite happily.

Again, we do deal with a lot of nominations every year over and above what we have on our assessment programs so in that sense we've got work for the (indistinct) generations in this space but you would expect those things become more valued by communities over time because of the longevity and ongoing stories associated with them, that they're likely to come into that frame in the long run but certainly not (indistinct)

MS BARTLE: It's a difficult position because they're not really - property when we look at this sort of thing, just to put in context, we could make recommendations about preserving those but there's actually nothing to stop the owner from knocking them down. In some cases.

MS ARNOLD: In some cases,

MR GAMMIE: In some cases.

MS ARNOLD: But in many cases it's not easy as that. I mean, they can do it and I know we've got examples of people who have done and, in fact, penalties are relatively minor although that has also been improved. It's changed recently but, indeed, unless they're in as

part of a town planning scheme, ultimately, I suppose, a person could take on the Council and knock it down.

MS BARTLE: Yes, there are avenues, I suppose, all around for owners. Anyway - - -

MR GAMMIE: Correct.

MS BARTLE: Have you got anything you want answered?

MR McDOWALL: No, I've got quite a lot to mull over.

MS BARTLE: Yes, we do. We have a lot to think - - -

MS ARNOLD: I'm sure you do.

MS BARTLE: We appreciate your time, coming in.

MS ARNOLD: That's a pleasure. Look, I noticed that on your running sheet we're listed as the State Heritage Office. I'm actually the Chair of the Heritage Council so as long as that's part of your transcript that would be great.

MS BARTLE: Yes, that's okay. We've got (indistinct)

MS ARNOLD: Thank you.

MS BARTLE: Thank you very much.

MS ARNOLD: That's a pleasure.

MR GAMMIE: Thanks for your time this morning.

MS BARTLE: Thanks very much.

MS ARNOLD: Thank you for your time. We appreciate the opportunity.

MR GAMMIE: Thank you.

MS KERRY REVELL
representing herself

MS BARTLE: Good morning. Welcome.

MS REVELL: Thank you.

MS BARTLE: I'm Megan Bartle, I'm the Chair, and this is Kent McDowall.

MR McDOWALL: How do you do?

MS BARTLE: And we have technical support from John O'Hurley from the Department of Planning. As you'd be aware, these are the public hearings for the Metropolitan Region Scheme amendment for the rationalisation of Stirling Highway Road Reserve. These are public hearings, so they are being recorded and a transcript of the recording along with recommendations will be tabled in parliament, so there'll be a public record. Just to make sure that you're aware of that.

We are the ears of the WA Planning Commission for these hearings and so we have a copy of your submission, and all submissions will be read, and re-read before any recommendations are made, so this is your opportunity to make sure that we understand your position and any concerns that you may have. So we've given you 15 minutes for your presentation. I'll hand over to you to do your presentation. If you could just start off by stating your name for the record, that would be great.

MS REVELL: All right. My name is Kerry Revell. I actually - I'm doing a powerpoint presentation - - -

MS BARTLE: Great, yes.

MS REVELL: - - - which very much sort of reflects what I've put in the submissions but - - -

MS BARTLE: That's good, that's fine.

MS REVELL: Yes, I'll be saying a couple of other. Do you want a copy?

MS BARTLE: Okay.

MS REVELL: I've brought a couple of - - -

MR McDOWALL: Thank you very much.

MS BARTLE: Thank you.

MS REVELL: - - - copies of - that's that, I need one. I was just wondering whether I have sort of a - - -

MS BARTLE: Marija will do the - if you just ask her to move to the next slide, she'll do it for you.

MS REVELL: Or - because I do have a remote control but that's fine.

MS BARTLE: It probably won't work on that computer.

MS REVELL: Okay, all right. Never mind. I was very interested to come in at the tail end of that because I'm actually going to sort of be making reference to heritage listed places as well.

MS BARTLE: Good, yes.

MS REVELL: So I responded with my submission about two places that are relevant. I'm a co-owner of the pizza express unit on 2592 Stirling Highway - should be on the next slide by now - in Mosman Park. But I'm also a long term parishioner of Christ Church in the corner of Queenslea Drive and Stirling Highway, Claremont so I was really interested to sort of hear that just being, you know, touched on very briefly. It is a State registered, heritage listed place?

I'm also a long term owner and resident of Nedlands and a member of the City of Nedlands access working group. So my presentation today is really - very much has that social, community focus. That's my, you know, leaning on things. Next, thanks, Marija.

My objections to the proposed amendments to increase the regional reservation - it's about how it affects these two properties but also the affect of the general Stirling Highway corridor. More specifically, I guess, Claremont to North Fremantle because that's where I see those very significant sort of impacts and the way it impacts on the history and beyond - it's the social fabric of community not just the fact that a little bit of land is taken but how that impacts and, again, I was hearing a little bit, sort of, about this before. Next, please.

My rationale for the objections - as I had put in my submission, I think that there's a certain, sort of, faulty premise that the costly road works will result in increased, you know, significant reduction in for your killer accidents and I had looked at the literature that was sent when I sort of got the first package, and it talks about, sort of, the crash data and there are different sort of the crash data and there are different sort of aspects there that will remain the same. People will still have to stop at the traffic lights, there'll still be turning lanes, there will still be, sort of, inclement weather, there'll still be driver, you know, lack of, sort of, concentration. Factors that will impact and still result in, sort of, accidents.

There's the loss of potential safe pedestrian passageway, there was talking about different things in that concept design report that said that they were going to sort of remove some of the level crossings and also, of course, if you've got a reduced sort of footpath and verge it makes it sort of not as safe for pedestrians.

I'm frustrated by this continued consideration for poor urban planning that results in increased vehicular traffic, so particularly in Claremont with the big Claremont-quarter and also looking to that car parking beside Claremont Railway Station saying, "Well, we're going to, you know, upgrade that but you won't have nearly as much parking there for people catching the train," so there's this sort of conflicting information saying we're wanting to improve things for, you know, vehicle traffic and for road safety but we're actually sort of looking at still things that might sort of increase that traffic and discourage use of public transport.

There's also an expectation that the established structures and amenities, so those ones that are there that have that historic sort of - and character - will be jeopardised to allow for highway expansion and that's something that I really feel quite strongly about and I feel very strongly about the potential loss of what other communities value; that sort of streetscape, that sense of community, that sense of high street ambience that you go to other parts of Australia, other cities, other parts of the world that people go to watch it to be part of it, to value it. We need to value that too.

I guess my objections, generally, come from that. Looking at Christ Church specifically, I know that you'll have a certain amount of information. It's over a hundred years old. It's the most significant heritage listed building the south side of the Stirling Highway and it's used by the local and wider Anglican community for lots of things; baptisms, weddings, funerals, other celebratory services, but also just for that broader sort of pastoral care. You have to have that ease of access. We do have frail, elderly, disabled people, prams. This was a photo that I took a couple of weeks ago when there was baptism and there were a big group of people; somebody with crutches, somebody, you know, a male person. That's the reality. You need room for people to be able to congregate.

Pastoral care is not just inside the church, it's people. A lot of people that connect with a church at different will be those that are marginalised and disenfranchised and they're wanting a little bit of space, they're wanting to sort of be able to stop and talk when they come out of church. They're wanting to make those connections with the priest and with other parishioners, so it's really important that perimeter area is sort of retained. With the concept design report, it talked about the loss of land and the actual wording is, "Yes, there will be a loss of land, there will be almost no setback, but, look, you just redesign the landscaped area on, you know, either side and you'll be right."

You won't be right. It doesn't address the impact of the function, the ambience and social value of the church of the wider community and I've heard that already sort of with what's been discussed. At the moment we've got to safe and inviting frontage. There's an area for disabled parking, but that's at risk if there's removal of that Queenslea Drive parking which is to the front of the church. At the moment there's a little bit of a concrete sort of, you know,

jut out bit and then there's parking in front of the church. That allows parking such as a normal Sunday morning for disabled parking, people that are frail are to just access the church very closely, but also when there are weddings, when there are funerals there's somewhere that people can pull up and they're not stopping the flow of traffic.

When there are weddings - that's my daughter, that's me there sort of with family members. You know, this is a couple of years ago - Christ Church is the most significant Anglican church for weddings in Perth. There's an income generator from that for the church but also for the wider community for how the church, you know, disseminates that sort of money and that's at risk if the parking is removed. It's at risk in the sense there will be less weddings, but at the same time there's an additional risk because if that parking bay, that dedicated parking area goes, you're still going to have weddings, you're still going to have limousine drivers who will pull up and they will actually then, you know, affect what should then be a flow of traffic, so it's really important that people are aware of it's not just put in a turning lane, it'll be easy, the traffic will flow. It won't necessarily.

A lot of environmental problems if you shift, you know, the Stirling Highway closer to the church. It's a fragile church. It's over a hundred years old. Hey, it should last for, you know, hundreds of years to come, but if you have traffic closer you're going to have noise, vibration, fumes, windows that are permanently ajar all along that side as well as others will have to be permanently closed because of fumes, noise, vibrations, then you'll get ventilation and heat problems. You'll have problems for the church as a structure, you'll have problems for parishioners, just, you know, for their comfort.

That loss of verge buffer on both sides, so on the front on Queenslea Drive as well as on this side, the Stirling Highway side, impacts upon the function, the services and ambience of the church and it impacts on the memorial garden. So to the back of the church now, if we come to the next one, thanks. You'll see these are different sides. This is that bottom right-hand corner shows looking out onto Stirling Highway. You would come through that gate there. You've got a gate on the other side on the other side of the church. It's only a small garden. It's bordered now on this bottom left-hand side. There's a fence because there's a big sort of development that's happening sort of behind the church which is a, you know, potential problem we'll see as it's sort of erected.

That memorial garden is where ashes can be interred. People who sort of don't want that anonymity of the big sort of cemeteries, if they're linked to the church can have ashes sort of - you know, if their loved one is interred there, but people can just come and sit. They can just come and think - - -

MS BARTLE: Be quiet.

MS REVELL: - - - escape, whatever. You need to be able to preserve the sanctity of that space. It's a sacred space. The sacred space is not just in the church it's within the boundaries of the church and within this memorial garden, so, you know, as you bring the traffic closer, as you sort of reduce that buffer you're impacting on this, you know, and this is part of that social fabric of the community that is so delegate, you know, needs to be

preserved. The next, thank you. The other specific property I want to speak about is what is now currently the Pizza Express as Unit 2 of 592 on Stirling Highway, Mosman Park and if you look there this is what was sent. You can see the shaded area and you can see there's a very fine little - I probably should have pencilled over it - line just to the right of the, you know, shaded area, which shows that part of the building.

If you go to the next slide now and I'll talk to the next slide. You can see here on the bottom slide the Pizza Express and behind that is an eye care place. It's a set of units with other units going sort of back off the highway, but those front two are going to have significant part of the property actually, you know, resumed. What that would mean to us is what is a viable rental property would be demolished if the highway reservation was increased. Also my concern is it's part of a broader loss of community, character and amenities. There's a very specific sort of high street precinct, that's Stuart to Glyde Street, so Stuart is the road that Pizza Express is on, Glyde is on the end of this sort of, you know, row of like high street sort of precinct.

You'll have a loss of the face of Mosman Park, a loss of that sense of community. Next one, please. What does this mean? It means loss of character, loss of diversity and accessibility. When we were sort of looking at this and I was meeting last year with other sort of unit holders, they were saying that about 30 per cent of activity, Mosman Park activity, retail activity and commercial activity is based there on the highway and it has great social importance to the community. We know the health aspects of walking, of that walkability of a community. You need reasons to walk. You need reasons for people to sort of go to shop, to go to find out information, to go and just walk past places that they're familiar with.

Elderly people don't necessarily go out with their runners to say I'm going to go and walk for fitness. They're encouraged to walk if there's a reason and this type of village effect, which is Mosman Park, but it's also Cottesloe, it's also Claremont, it's also North Fremantle, those parts, not so much Nedlands, are areas that will be impacted upon. The social importance of the community is something that, you know, is at risk of being lost. Next please. So, again, that sense of walkability, if you can access something on foot, you discover, so these are the roads that just come directly off both - the top one is Stuart Road and then the bottom - the other one is this little Glyde Street. You find, you know, little places are being done up. There are little, sort of, precincts that come off and they're part of what makes a vibrant urban life. They're part of what makes that little community.

When I drive up through the northern suburbs, you know, you sort of think, "What community am I in? I'm in this suburb. I'm in this." There's nothing that, sort of, necessarily pulls them apart, but here, as you drive through Claremont, Cottesloe, Mosman Park, Northbridge, each little community has its own sense of identity, its own sense of social connection. Yes, it just sort of concerns me that if lose that road reservation, or if that road reservation is extended, that this will be impacted upon. Next, please.

What are the alternatives? Obviously, look, I really commend the Planning Commission for looking at strategies to make the whole precinct of Stirling Highway a safe place for all users; for vehicles, for pedestrians, bike riders, whoever is accessing the area, but there needs to

be a look to a range of strategies. One of the things - and I did get a copy of the submission by the Town of Mosman Park - is that they have said, "Look, there's opportunity. There's surplus road and railway reservations to the western side of Stirling Highway that could be accessed rather than taking away privately owned property, rather than impacting on that street frontage that has that character, look to surplus lane there.

They've also talked about a reduction in speed limit from the 60 kilometres to 50 kilometres, which has already been proposed for that entry into Claremont. I note in that concept plan, it's only said that would only happen at Claremont. Why not elsewhere? You know, slowing the traffic, hey, people learn to cope with it. It doesn't have to be a sense of, "We can just drive straight through and it's not going to worry us if it impacts on anybody else." Next, please.

Some of the alternative traffic strategies that I had talked about before, the use of the adjacent railway and road reserves where the extension of the highway reserve is required. I don't think it is always required, but if it is, then look to that. Look at reducing the speed limit as you approach those urban precincts, so not the whole way down Stirling Highway, but identify particular parts. Modify traffic signals to be more responsive to traffic flow, and this is something that is being looked at in Perth generally. This is not just for here. There is a sense of frustration when you pull up at the lights and you think, "For goodness sakes, it doesn't seem to be in sync with the next one." That's something that could be looked at.

At a local level, liaising with those local private schools, we know that there's bottle necks with the traffic when school starts and school finishes. Schools can work around that. They have before school, after school programs. They can work around that. They can also, at an individual parent level, look at drop-off arrangements, you know, "This happens." It's also important to consider local traffic calming approaches, which is also including educating the public about courtesy and patience on the road. That comes up all the time. People just need to be slower, be aware that they need to be maybe a little bit slower, be courteous, be patient.

I think it's really important to remember the historical sites and points of interest. They can be traffic calmers. You know, if people have an interesting route to where they're going rather than sitting just on a freeway thinking, "Argh, I'm just looking at cars," there are things that they can stop and look at, and to be aware that historical sites have equal rights to exist as vehicular traffic. Next, please. Geoff Speck is a gentleman - he is a US author and city planner who came to Perth just recently. I was hoping to go to his talk, but it was impossible. He was going to talk on the walkability mandate.

What was quoted about him in the newspaper, he says the secret to a thriving city is its walkability. I think we need to think about that at the local level; not just the City of Perth, but the local community level. We know walkable, urban spaces have economic, social, health and environmental benefits. As I say, I'm a resident of the City of Nedlands. I'm on the City of Nedlands Access Working Group. This is what we are really focussing on. As an Access Working Group member, it's how we can make our local environment more accessible to everyone, more inviting to everyone. It can be a healthier, it can be a socially connecting environment that has economic and health ramifications. Next one, and my last slide.

The social fabric of a community is important. It's just as important as the car. I think people often, sort of, think, "Look, we just widen the road reserve, we take a bit of land here, but it's going to make it easier for the car." It's really important to know that traffic and heritage can co-exist, we just need to think a little bit more laterally, be patient, and be respectful. Thank you.

MS BARTLE: Thank you very much. That was a very thorough presentation. Kent, do you have any questions or clarifications?

MR McDOWALL: No, I think a lot of that are things that we have heard, particularly in regard to the view that has been expressed by several people and community access, that has been expressed, too. Again, I think it is something we just need to look through and see what possible things can be done.

MS BARTLE: It was good to get some photos of the Memorial Garden actually because we have had a few submissions about Christchurch and there is mention of this, and we actually walked Stirling Highway as well, as a committee, but we did not peer over the fence so were not particularly aware of the Memorial Garden. It is good to have a picture of it. We can see it on a map, but it is not the same as actually seeing it - - -

MS REVELL: This is why I had the photos, because I thought - we're talking about streetscape, we're talking about character, we're talking about real places; not just hypothetical points on a piece of paper.

MS BARTLE: Sure. That is exactly right.

MS REVELL: That's why I sort of thought, "I'll use photos." So with a guided - - -

MS BARTLE: They benefited everybody.

MR McDOWALL: It is very helpful.

MS BARTLE: It is.

MS REVELL: Good, thank you.

MS BARTLE: I do not have any other questions either. I think it was a very clear and very good presentation. Thank you very much. Just to let you know, we have quite a long way to go with this. We have a number of days of hearings, yet to go over a number of weeks, and then there is actually months of work, of working through recommendations, considering actually all the written submissions as well as the verbal presentations and there are over 600 of them. Each one has to have a recommendation. We put a recommendation through the Department to the WA Planning Commission, then it goes to the Minister and to parliament. There is quite a long way to go.

This part of the process is about the reservation width only. It is not about implementation, which is something for Treasury and Main Roads and would probably be around about 20 years off, if it happened. You will hear back in due course, but it will probably be quite some time.

MS REVELL: Right. No, thank you for that advice. One of the things that the current tenants at the Pizza Express place had asked is they're keen to renew the contract, what is the timeframe. You have now talked about maybe 20 years, so we can certainly say, "Yes, renew your contract."

MS BARTLE: That is right. You might want to have some clause in your contract about it, if it were to come on earlier obviously, but that is completely up to you.

MS REVELL: Yes, one of the things, I guess, is that uncertainty for the tenants of, like, what is happening?

MS BARTLE: What does it mean?

MS REVELL: What does it mean. I know the fact that it's a slow - I shouldn't say "slow" process, but a gradual process, where you're gaining information, you're listening, you're getting feedback, you're contemplating, is the way it needs to be done because this is a really significant effect.

MS BARTLE: It is, and there are a lot of issues being raised. So how we approach each of them and make recommendations, and obviously, what happens with those recommendations, is out of our control. Thank you very much.

MS REVELL: I am grateful for the opportunity to be able to speak to it further. I really appreciate that, coincidentally, I guess, I came in at the end of the heritage people and could hear a little bit about something that relates to that, so thank you.

MS BARTLE: We appreciate your time. Thank you very much.

MS REVELL: Thank you.

MR PAUL JEFFREE
representing Marjorie Jeffree

MS BARTLE: Mr Jeffree, did you want to join us, please? Thank you. Welcome.

MR JEFFREE: Hi, there.

MS BARTLE: Obviously these are the public hearings for the MRS amendment for the rationalisation of Stirling Highway road reserve. I'm Megan Bartle, I'm the Chair, and this is Kent McDowall, he's a panel member.

MR McDOWALL: Morning.

MS BARTLE: We have our other panel member - unfortunately is at a funeral this morning. We have technical support from John O'Hurley from the Department of Planning. Just to recap on some of the information that you've previously been provided, these are public hearings. They are being recorded. We act on behalf of the WA Planning Commission at these hearings. We have a copy of your submission which is read and we will re-read.

We have a lot of submissions to go through but this is your opportunity obviously to go through your submission again with us and make sure that we fully understand your position and your concerns. Because it's being recorded, a transcript of that, along with recommendations will eventually be tabled in parliament so they are public record, just to make sure that you're aware of that.

MR JEFFREE: That's fine, yes.

MS BARTLE: That's good. We've allowed 15 minutes for your presentation. I'll hand over to you, if you could just state your name to start off with and then you just go.

MR JEFFREE: Certainly. My name is Paul Jeffree. You should have the spelling there but I'll reiterate that it's J-e-f-f-r-e-e. My situation is we have a very old building. Probably the core of it probably goes back to the 20s, certainly wouldn't be any later than the 30s as modified and renovated over the years and compared to the two neighbour's buildings which are flats, apartments - whichever word you want to use - which are a fair way further back, our building is very prominently forward just on the bend, on the highway. So we understand clearly that if anything is done to the highway that, you know, the bend is an issue and that is just the situation.

Our main issue is that the building is quite old and we have spent a fair bit on it over the years, and being an old building it keeps needing work, and at the moment it needs work done on the front, which is the bit that you propose to truncate, and so my only concern is the time. I realise that this is a government decision and government decisions can take an indeterminate amount of time, but we are running a business from the premises and the front of the premises is in need of a fair amount of work fairly urgently in the next couple of years.

We've held it off for the last couple of years, it certainly won't go for much longer without us spending it and I don't want to go and pull the front of the shop apart and put it back together with the new display window, which is attached to the awning, which is problematic because when they built it they built the gutter into the awning, and the only way to get to the gutter is to dismantle the awning when the gutter has rusted. They were looking at other options and so I'm basically not objecting to the proposal one way or another, I'm just looking for any indication that it actually will proceed and any indication of when it will proceed.

MS BARTLE: Okay, well I can't give you a lot of definite answers there. All I can tell you is that this process, which is the reservation process, has still got a number of months of work ahead of us, so that's probably up to 12 months before it's finalised. As to the actual implementation, that is a Treasury and Main Roads concern. It has not been allocated any budget or forward planning from Main Roads or Treasury at this point in time. So you are looking at approximately 20 years, if it were to be implemented.

MR JEFFREE: That's what we thought but I hadn't had a number of any sort, all I'd ever been given was "any time" and any time doesn't work if you're trying to make business plans.

MS BARTLE: Of course, and, look, I completely understand that and I have to qualify what I'm saying in that obviously if points become a priority, priorities shift within government and so funding can be made available and things like that, but it would always be a number of years in planning because detailed design - this reservation process has been worked on current standards, guidelines from Main Roads, it's not the actual detailed design that would have to be done for the area.

So there would have to be a lot of work done and more consultation, and it may well be done in pieces rather than the whole thing because it would be an enormous amount of work. The indication we've been given at this time from Main Roads is at least 20 years.

MR JEFFREE: That's reasonable. That's quite long enough to make plans to do something with the building which was, you know, the big issue. I didn't see it as being on the short term but government is erratic sometimes and I thought I might get some better information so I figure that it's a long time off and that was my main concern.

MS BARTLE: Great, well I hope we've - - -

MR JEFFREE: Thank you.

MS BARTLE: - - - alleviated that somewhat.

MR JEFFREE: Good, thank you.

MS BARTLE: Thank you very much, Mr Jeffree. Thanks.

MR TONY BLACKWELL
representing Blackwell & Associates Pty Ltd

MS BARTLE: Mr Blackwell, we may as well go straight onto you if you're ready.

MR BLACKWELL: Very good. I've got a thumb drive there if I can - - -

MS BARTLE: Yes, thank you.

MR BLACKWELL: Kent, nice to meet you.

MR McDOWALL: Long time since I've met you. I'm older and so are you.

MR BLACKWELL: Somehow that's the way it seems to go.

MS BARTLE: I think clearly we all are.

MR McDOWALL: I remember talking to your mum a few times.

MR BLACKWELL: Yes, well she's still about.

MR McDOWALL: Is she?

MR BLACKWELL: Yes.

MR McDOWALL: That's wonderful.

MR BLACKWELL: Yes, and my father, too.

MS BARTLE: Have you got the thumb drive, John?

MR O'HURLEY: I've given the thumb drive to Marija.

MR BLACKWELL: Yes, that's it on the red one. I have brought a spare just in case it got lost. Well prepared.

MS BARTLE: Yes, you have to be. Sometimes the compatibility doesn't always work.

MR BLACKWELL: Yes, I've tried to dumb it down a bit so that it's not too fancy. I've had that problem - different fonts we use on our computers and then they come out all different sizes, and - yes.

MS BARTLE: Skewed. As you were sitting in the room I won't reiterate everything.

MR BLACKWELL: That's fine.

MS BARTLE: Other than to say, obviously, public hearings, transcript will be made public and that you've got 15 minutes, and I hope that allows time for us at the end to have some dialogue with you and ask, you know, questions and things like that.

MR BLACKWELL: Sure. Well, I might - before I commence - also apologise if there's, sort of, a tint or a tinge of anger in my approach but I guess that's what happens when you get a letter that says half the office that you're sitting in is going to be chopped in two and taken away.

MS BARTLE: I understand that. There's been emotion involved in a number of submissions.

MR BLACKWELL: Yes, okay, cool, I'll try not to be too emotional then. Do you have a - - -

MS BARTLE: No, we don't have a remote. Marija is your remote.

MR BLACKWELL: Right, okay. Do you want me to fire away?

MS BARTLE: Please, yes.

MR BLACKWELL: Okay, well for the records I'm a Winthrop Professor of Landscape Architecture at the Faculty of Architecture, Landscape and Visual Arts at the University of Western Australia. My interest came about because we own 550 Stirling Highway, Peppermint Grove which is otherwise known as the old Cottesloe Police Station - 1905 building to which we are very attached and it also happens to be our primary asset in our super fund.

But having said all of that, that's not my main concern with regard to this issue. It actually is far more to do with broader impact that this proposal would have if it were to proceed. So looking at your - or at Department of Planning's - website, there's a statement there about the Stirling Highway problem and it says that as far back as 1955 the Stirling Highway was acknowledged for its inadequate road reserve and lack of central refuges for pedestrians. Next.

That, I don't believe, is a problem but rather a perception and perceptions change. Conventional wisdom at that time also closed down all of the tram systems in Perth, and so we might question such wisdom. Next, next. Also, I'm aware that in 1963 there was a decision to widen the MRS reserve over the whole of the highway and I believe there's still half of the highway roughly - from memory - from Hampton Road through to (indistinct) is still 80 metres. Next. Again, I don't see that as a problem but rather as a fact and I think it could, with due respect, be conceded that it was a fact or a decision they got wrong.

In fact, since the 1990s all the planning decisions that have pretty much been made along the highway have pretty much ignored that 80 metres road reserve width and proceeded on, I guess, a careful moderated alternative. Also, in the background document that relates to this proposed MRS amendment it says that there's not actually - although there's only an

expected marginal increase in use over the future decades and that depends on the future development densities and a move towards more sustainable transport.

I might also mention at this juncture that I went to a Jeff Speck talk, an international - the urbanest, Megan, you'd certainly be familiar with - a couple of nights ago and he pointed out some statistics that are applicable to Australia but I've heard that they also apply to Australia in general - sorry, they were applicable to America. They also apply to Australia in generally, from what I've heard, and that is that the amount of car ownership in younger people - and I can't remember the exact statistics but it is dropping significantly with a much greater preference for use of public transport, albeit with constraints we have here in Perth. The next, thanks. That's the proposed extent of the amendment, so next. You can go onto the next. Thanks. My main issue - and despite what it says, again, on the website that this is an integrated transport planning exercise - I believe that it's been completely uncoupled from the land it's planning.

Certainly all the efforts I've tried to get the background information that has or would, supposedly, have generated the figures to justify an MRS amendment have come to no avail and I suspect the reason is political but that's a particular opinion. I think rather than being an integrated transport planning, it's really a traffic planning exercise. It's very much focused on the car, the bus and the bike and I'll go on to talk about those also and it doesn't look at the other alternatives and the other modes of transport that are available along most of the length, including the rail line that runs for two-thirds of the length which is completely under-utilised and the Curtin Avenue upgrade which has been discussed for some time.

It is, in fact, a one size fits all and I describe it as a 60's style traffic planning approach. It pays no heed to smart roads which both recommend that you don't duplicate public transport systems and also recommends that you modify the nature of the road reservation according to the needs of particular lengths, so if you are within a commercial zone then you respond to greater pedestrian needs and probably lower speeds and, alternatively, if you are out, say, around Buckland Hill then you can treat it more as almost like a rural road.

Again, as I mentioned before, the car initiative maintains it - it assumes the car ownership maintains its current growth rate and trajectory. Next, please. I have a problem with the cross-sections that have been provided insofar as I believe they are misleading. There is quite a lot of discussion in the report about the need for amenity for pedestrians, but, in fact, there are masses of services underneath both of those road verges which will pretty much preclude any chance of planting any trees in those locations. Furthermore, Mains Road's own standards would preclude any planting in either the median or the verges.

What's more if you were left with shrubbery, which I don't believe is appropriate, it's not going to deal with the issue in terms of providing amenity, you'd have to close a lane and maybe the cycle lane and a land depending on whether it was median on the verge to actually be able to maintain that amenity. I believe that is actually quite incorrect in its graphic representations of what would happen. Next, please. I'm coming from the point of view that more capacity will simply attract more traffic. Wider medians and verges and

including the provision of a cycleway which gives perception of width or just encourage higher speeds.

The assumption that we need wider medians and verges I'm not sure where that came from but I believe it's wrongly concluded. I think there's a 5.1 verge provided on each side and yet very few pedestrians and I know that for a fact, because my office looks out of a window that looks out onto the highway and I would measure probably less than a dozen people walking by each day. To have a 5.1 metre wide verge to deal with does not make any sense. Also the on-line cycle lane, I've spoken with Julian Forma, head of PTA, who is quite well known for his traffic planning skills and he described as being crazy.

It is a very dangerous environment and I mean 1.5 metres width is actually quite a decent width, but the fact of the speed that the cars travel, irrespective of whatever the speed limits are, and their, I guess, inability to judge what the cyclists are doing because cyclists actually travel at quite different speeds depending on the nature of what kind of cyclists they are. When they're turning left you are likely to cut them off and just simply the nature of the traffic accidents these days, I think there's a lot more people using mobile phones, they're not concentrating on what they're doing and to throw a cyclist into that mix is really crazy especially when there are other alternatives for a good deal of length of the highway and I do, again, refer to the rail corridor.

I'm ambivalent, I guess, you might say about the bus lanes and particularly the bus priority slip lanes. I believe that there are other alternatives. In the particular case of our office there's been no effort to look at how that particular circumstance might be dealt with as an alternative to put in the priority slip lane. I believe that with current technology such as what the police use to trigger lights ahead of their cars approaching them, the same sort of technology could be applied to traffic lights for buses and I'm a strong advocate of public transport, but, again, as I mentioned, it doesn't make a lot of sense to try to promote bus transport when, in fact, there is a rail line which is widely acknowledged as being a far superior means of public transport and it would just discourage further use or maybe improvements have been made to the rail line.

It doesn't address the main traffic problem. Over the last week or in the last week there's been school holidays and there's actually been no traffic problem. I've driven back and forth into town several times over that period of time and with the absence of that school traffic there is not a problem with traffic on the Stirling Highway, certainly not by international standards. Even if there were - and I believe there are quite a number of different ways of dealing with it, but one of them might be simply to have tidal flow traffic lights whereby in the mornings you have a greater number of lanes that are favouring traffic that are approaching the city and in the afternoons have a great number of lanes that are favouring the traffic that's leaving the city.

Next please. I do notice that my font has - - -

MS BARTLE: Modified.

MR BLACKWELL: Yes. I believe it fails under all of the three sustainability pillars and some of these are my own conjectural predictions but it will, in fact, destroy most of the visible tree canopy along the highway, notwithstanding the fact that there are very few trees actually within the road reserve. I believe it will significantly increase the heat island effect and I think that's a grossly underestimated concern for our cities that is only just becoming of wider recognition. In fact, I gave a presentation to the Department of Planning just last week on that very topic here in the same building.

Social. I believe it will destroy a large part of our heritage. A very important road network or connection, our first highway, Fremantle Road, that was later called Stirling Highway and the social impact and the blight that will occur due to the locking this up, basically quarantining all of the development along or the buildings and development along the highway for an indeterminate amount of time is of great concern to me, in fact, probably one of my greatest concerns. I believe it's inevitable, it will cripple a lot of businesses if it were to go ahead and, in fact, it puts my own personal situation, which I think is typical of many in great doubt as to what I do with the building as an asset. It'll probably lose a lot of value but it won't be a saleable prospect either for as many years as - you know, and who knows how many years. I've probably lost most of my super in the process.

It will, I believe, be one of the most expensive highway projects in Perth unless they leave it to the point where it becomes so blighted that the land is, effectively, worthless, which would not be a good outcome. As an office - there's quite a few slides to get through here.

MS BARTLE: John will do if - - -

MR BLACKWELL: Thanks, John. As an office we took a look at some of our local circumstances and particulars as to what the impact would be and got some of the detailed plans. The red dash line, as you'd be familiar with, is the new proposed extent of the highway. Next, please. Those are all the buildings, not just properties. Those are all the buildings that that new property boundary clips and it's a significant point at a sort of fairly significant juncture in the highway. Next, please. Graphically, the ones in pink are the ones that are affected and the Albion, just out of interest, there are, I think, 13 or 14 State heritage listed buildings along the length of the highway. The Albion is not actually even one of those so when we talk about the heritage that's going to be lost I don't believe it's just a question of listed buildings, be that they're on the municipal inventory or the state, I believe it's actually - it's the whole palimpsest of the development of Perth is expressed through the built form and the natural vegetation that's along that length. Next, please.

So having had a look at our local centre we thought, well, let's have a look at the whole highway so - and there's just a whole series here you can just, sort of, fairly quickly go through but we've plotted all the buildings that would be affected. Those in orange are actually heritage buildings, those in purple are other buildings. Next, et cetera. Over 200 buildings are directly affected by this proposal. 12 to 14, as I said, are state heritage and then 125 affected properties on the municipal registers. Next.

The other thing, too, is typically around the entrances to major local shopping centres or regional centres, the impact is quite often the greatest. Next. That's Cottesloe, that's - - -

(Reporter's note: missing audio from 11.51.15 - 11.53.59)

- - - who I might suggest vainly told me that they had the most efficient and best possible public transport system that Perth could ever have through their bus system and that there was no room for improvement, and that the use of many buses was just not a consideration. I believe that, as all things seem to go in cycles, we seem to be back into a cycle that we saw back in the late 80s again with the car playing its most important role and dominating our whole transport discussion. Thank you for your time.

MS BARTLE: Thank you. That was a very comprehensive presentation. Can we get a copy of that presentation?

MR BLACKWELL: You may download it.

MS BARTLE: Thank you.

MR BLACKWELL: It's large but you've probably got the facilities to reduce it if you want.

MS BARTLE: Okay, thank you very much.

MR BLACKWELL: And I don't mind if you - when, if you were going to publish it - you did mention, I think, something about these, the transcripts, being published.

MS BARTLE: They are, yes.

MR BLACKWELL: You can probably cut some of the lead through slides if you want to. Save on paper.

MS BARTLE: Yes, thank you very much. Kent, did you have any questions?

MR MCDOWALL: I'm very interested to hear - what about the concept of bike lanes where the cyclist has a right to ride down the highway?

MR BLACKWELL: Look, I believe that if I was the dictator of Australia I would have it such that pedestrians were number 1 in terms of a hierarchy, cyclists were number 2, probably public transport would come next, motorbikes, and cars and lorries would end up at the bottom of the heap. Look, it's a difficult call on that one. I think that when - I approach design in what I call a triage approach.

You're looking at - and I guess in this particular context a medical reference is not out of place - I think safety and health are primary in what our concerns should be and whilst I'm totally in favour of better bike facilities throughout Perth, we were the first company to actually propose an on-road system - which was integrated into the Joondalup city centre - in

any large scale - and I still favour bikes through all of our developments wherever it's appropriate but I do believe that Stirling Highway, in fact, on-road cycleways on any highways I really question in terms of your overall safety versus cost benefit analysis.

MS BARTLE: Given that you made a comment about the number of pedestrians you see going past - which is a legitimate position, obviously as you're contemplating your work you look out your window, do you see many cyclists on Stirling Highway? Just out of - - -

MR BLACKWELL: The numbers are growing, there's no question about it, but there were - and there are still - probably more cyclists actually choose to use the footpath than they do the road, but there's a debate there. I mean, it depends, as I've mentioned, there are different categories of cyclists and the commuters who I otherwise describe as the lycra set typically don't like travelling on the footpath because at every intersection they are basically obliged to slow down, go down the pram ramps, maybe avoid cars or other pedestrians or the like.

So they quite often would prefer to ride on the road, plus they don't have all the various inconsistencies you get in the footpath arrangement. Notwithstanding, I think at present there's still a majority of the cyclists I see on the highway would be using the footpath and I know that because as I drive out of my driveway, which has a bit of a blind spot, I always beep my horn and I'm quite staggered at how often, you know, cyclists will be just shooting by or - sorry, more often - anyway.

I'm always concerned about cyclists sort of shooting by and every now and again one will do so. These days I'm actually more concerned about the pedestrians who typically have earphones popped in their ears and can't even hear me beeping, but - yes.

MS BARTLE: Anything else?

MR McDOWALL: There's a lot to think about, anyhow.

MS BARTLE: There is. We've got a lot of things that are being put in front of us.

MR BLACKWELL: I did put myself into your position when I thought - this just must be - how many submissions did you receive in total?

MS BARTLE: Over 600.

MR BLACKWELL: Yes, that's huge and I presume that most of them are probably in the negative.

MS BARTLE: Yes, I think that's a fair assumption. What I can tell you is that the position of this Committee is that a recommendation will be put up that any properties such as yours that are state heritage listed, that certainly the built fabric - we've still got to work through the full recommendation but that they would be preserved. So any reservation should actually go around them.

MR BLACKWELL: Right, well, I'm pleased to hear that because I do have a great fondness for our building.

MS BARTLE: It's a great building, yes.

MR BLACKWELL: Yes, and we've put a lot of love and attention into it but as I mentioned, that's not actually my primary motivation for making this presentation.

MS BARTLE: No, yes there's a huge amount of implications for the full length, as (indistinct) because of the age of the development and because of the heritage of the whole strip.

MR BLACKWELL: But even if this was a greenfields site, I would question perhaps whether or not you'd even choose - it's a difficult situation because it runs down (indistinct) and even re-routing - I mean, the whole manner in which this would be implemented, if I tried to go through it in my own mind, it just - it's a nightmare and I know that some of the plans showed potential back lane access ways to how - because I presume there has been some thought as to there would be zero lot setbacks with higher density buildings against the highway and I'm not against density either, but the manner in which you roll that sort of development out, if you happen to be the middle building within a dozen or more buildings along that length, you can't - and I believe the planning law says that you can't actually impose your planning requirements on a third party.

So you cannot actually have the next door neighbour's bathroom demolished so that you can put the laneway through to get access to your new development. Those buildings that I did show being affected, what I haven't covered in that either is the fact that a lot of those buildings are commercial premises with car parks out the front. The nature of their - even if they're not affected directly, physically, by this new boundary, they will lose their car parking and hence the commercial viability. It goes well beyond even the extent of damage I have shown in that visual presentation.

MS BARTLE: We did walk a great deal of the highway and we had a look at all of that, so we are quite aware of it.

MR McDOWALL: I am aware of the vegetation loss.

MS BARTLE: The vegetation is a big concern.

MR McDOWALL: That is something that we became quite aware of.

MS BARTLE: Yes.

MR BLACKWELL: The (indistinct) does relate back to health and safety - - -

MS BARTLE: It does.

MR BLACKWELL: - - - and there's a lot of statistics out now about, for instance, I think in the 2009 Black Saturday, was it, fires, that 175 people died directly from those fires, which was a horrific outcome, and here we've got fires in the Blue Mountain at present. What went largely unreported was nearly 400 other people died in the same heatwave through other heat-related effects in greater Melbourne. It's a significant issue for the future of our cities.

MS BARTLE: It certainly is. You have given us a great deal to think about.

MR McDOWALL: Absolutely.

MR BLACKWELL: Okay.

MS BARTLE: We appreciate your time, thank you very much. We have got a long way to go. We have still got a number of days of hearings over a number of weeks, and we have got a long time, probably months, in writing up recommendations and determining what exactly should be put forward and then it has got to go to the Commission, Minister, and parliament. So months of work ahead of us, up to probably a year. You will get a response in due time as to what those recommendations or the outcomes are.

MR BLACKWELL: I'm not holding my breath.

MS BARTLE: No, and of course, this is the reservation process; this is not the implementation.

MR BLACKWELL: Yes, I fully understand that.

MR McDOWALL: Step 1.

MR BLACKWELL: I hope that common sense prevails and, what is it, good and proper planning, good and orderly planning.

MS BARTLE: Orderly and proper planning, yes.

MR BLACKWELL: Thank you for your time.

MS BARTLE: Thank you very much, Tony. We appreciate you coming in, thanks.

MR GORAN & MRS AMANDA NIKOLICH
representing themselves

MS BARTLE: Welcome this afternoon to the public hearings in relation to the MRIS amendment for the rationalisation of Stirling Highway road reserve. I am Megan Bartle. I am the chair. This is Corinne MacRae and Kent McDowall.

MR McDOWALL: How do you do?

MS BARTLE: And we have technical support from John O'Hurley from the Department of Planning. Just to reiterate some of the information that we have been provided with, we are representing the WA Planning Commission in these hearings and, whilst we have a private session for you, so no-one else can sit in on it, these are still public hearings. So they are being recorded and a transcript with them, along with recommendations, will be tabled in parliament. So there will be a public record, just so long as you are aware of that. We have got a copy of your submission, so we have read them. We will re-read all the hundreds of submissions before any final recommendations are put up.

MRS NIKOLICH: On that point, I have got part 2 that has had a computer problem trying to retrieve it at home. I have got the detailed part 2, but we've got to sort the computer out for me to get it out of the computer and over to you.

MS BARTLE: That is all right.

MRS NIKOLICH: So I hope this isn't the last opportunity to send in.

MS BARTLE: No, you can send them in. They will be forwarded.

MRS NIKOLICH: Because it's basically pretty much what we are going to say in a bit more detail and part 1 is a bit scant.

MS BARTLE: Once you send those through, through John, we will get a copy of that again. That is the process that we have got to go through.

MRS NIKOLICH: Good.

MS BARTLE: This is your opportunity, obviously, to make sure that we are fully aware of what your concerns and points are, so we have allowed 15 minutes for you, which allows some dialogue at the end between all of us to make sure that we are all quite clear. As it is being recorded, I will hand over to you and if you could just start by stating your name and then you can go into your presentation.

MRS NIKOLICH: Amanda Nikolich.

MR NIKOLICH: And Goran Nikolich.

MRS NIKOLICH: We've divided it into two problems with this proposal and the second half is the positive side, Solutions. We are currently the - the home we occupy is owned by my parents, but eventually it will be owned by us, so we have a vested interest in the fact that we don't want the amendment to go through. We're opposed to it. If that does happen, there will be an increase in noise, dust, pollution, because the highway will effectively be right - much nearer to us. We believe that this idea is a waste of taxpayers' money, with the requisition of private land of - I think it's approximately 800 homes will be removed if my information from your Department is correct.

There's a better way of spending the money, which we'll get to later. There will still be four lanes on the highway. We see it every day. We're half a block in from the highway. I walk my son to school every day and there's the old problem with you increase lanes, like in Los Angeles, more traffic fills them. There will still be no bus bays. One of the main problems on the highway is cars still getting stuck behind bus, which is an enormous problem and frustrating for people, but I believe there aren't bus bays because traffic won't let the buses back in onto the highway, so there will still be those blockages.

At Nedlands, or thereabouts, the highway widens and there's a right turning strip all lit up down the middle of that Nedlands, which is already - that could be improved with better markings on the roads and possibly signage, that people know that they can actually go into the middle of those marked islands. At present, some people still stay in the highway lane and others do go onto those, sort of, marked areas. There will be 50 kilometres through Claremont from Queenslea Drive to Leura Avenue. Claremont currently is a bottleneck. That is one of the main problems with this whole backlog of traffic on Stirling Highway. Keeping the four lanes, making it 50 kilometres is going to exacerbate that problem.

As regard to increasing the width for pedestrians, the islands in the middle, and footpaths, at present - this is strictly just from our observance, so it's anecdotal and it could be a catch 22 problem - the problems that this whole idea is going to - with people's houses being knocked over. There are few pedestrians in this area around the Claremont section, apart from where the shops are between Stirling Road and Leura Avenue, where lots of the school children are. Random pedestrians along that Cottesloe, Claremont and even possibly Nedlands before you get to the university. Obviously, there's a lot more pedestrian traffic at that end.

The same for cyclists. Bike West appears to have some sort of a vested interest in this going through. I thought Bike West actually was a lobby group on behalf of cyclists, but it's actually part of the government. So cyclists are quite vocal, however, not a great deal of cyclists actually, in our view, go down the highway. Goran drives to work down Victoria Avenue and around Jutland Parade and he witnesses a majority of cyclists actually go around there and, before you get to Victoria Avenue, they come off the highway. They go along Cliff Way, Corry Lynn Road, they've been down Bindaring Parade beforehand. So they try and avoid the highway as is.

So with both the pedestrians and the cyclists - and we're not anti-pedestrian nor anti-cyclist, by the way - for all of the - what's going to happen, if this does go through, the loss is not -

it's too significant for the gains for the few pedestrians and few cyclists that currently are using the highway. The other problem is excessive speed on the highway as is. This isn't going to slow the traffic down, apart from the 50 kilometres in Claremont. It's going to stay the same. Current attitudes with a lot of drivers, they've become a lot more aggressive in the last 10 years. There's a lot more "it's all about me" and so fewer people are possibly using the highway as cyclists or pedestrians, and particularly the school children.

I don't like walking my son along there, but we have to because there's other problems with Cliff Way with more large four wheel drives and the attitude of a lot of the drivers. Maybe more people would walk and cycle along the highway if there was less speeding traffic. Private school traffic is another contributor to the problem. The current solution of the amendment isn't going to alleviate that in any way whatsoever. I can see from our home upstairs the traffic in the morning. Particularly when the school holidays are on, of the private schools, there's free flow of traffic in the peak hour time. Admittedly, some of those people would be - the fathers would take holidays in that time but a lot of it is to do with the mothers dropping their children to and from school.

A lot of the private schools - I was fortunate enough to go to MLC - when I was there some 30 odd years ago, there were 800 pupils. Now there's 1,130. Christ Church has almost doubled. You've got six private schools within that whole stretch of Stirling Highway. It is grid lock. The banking up of traffic is way from Kingslea Drive, where Christ Church is, goes right back, past Eric Street, further down nearly to Napoleon Street in the mornings whereas when the state government schools - on the odd days when the private schools are still on holiday, state government schools are back, there isn't that problem.

So there's a lot of people coming into a small area. This amendment isn't going to make any difference to that, in fact it's probably going to make it worse. Solutions? Well, obviously it would not be cost effective, but sinking the railway line and putting a road above that would be the ultimate solution, however due to cost restrictions that's not likely to happen. So our proposal would be to use the land adjacent to the highway from Fremantle right through - - -

MR NIKOLICH: Railway. Adjacent to the railway.

MRS NIKOLICH: The railway, sorry, that's right - to where, particularly around Karrakatta Cemetery you could go right from Fremantle virtually through to possibly Subiaco or maybe even, with some sort of narrowing, right through west Leederville into the city. The areas at Swanbourne station and at west Leederville where the train line actually does go below ground level - above that could be capped so cars could still keep going along there and the next part of that solution would be to get more commuters off the highway, and encourage them onto public transport.

We propose that there should be a series of node railway stations whereby there are underground car parks, where they have above ground cafes, dry cleaning, various services that will encourage more people onto the trains. Longer platforms, more rolling stock so people don't have to stand up and everyone can actually get on the train when their train arrives. We've both been on it for prolonged periods of time. We know what mass transport

- getting people around - how it can work effectively and the smaller stations would obviously need longer platforms.

But the car parking is the main problem. I think most people avoid driving into the city. If they had somewhere to park their car and then get on the train, the people that come from Canning Highway around Bicton area, there could be a light rail along Canning Highway for people to go and then get to Fremantle station, which would obviously be a major node station, and then get onto the train. If there was a highway bypass road built adjacent to the railway line a lot of those people from south of the river wouldn't bother going down Stirling Highway because they'd just get a really good straight through run into the city, and we propose there should be a number plate study done on who actually uses the highway.

Is it mostly local western suburbs traffic? Or is it Bicton, Fremantle, south of the river traffic? Because those people, they either decide to go up Stirling Highway into the city or they go the other direction through south Perth and over the bridge. So they don't have much choice, so it depends where the line falls as to where they live, as to which way they branch out. That would give an idea of who's using the highway and would solutions could be made because I think that the speed along the highway - if they put some traffic calming and greening of the highway - obviously if the highway bypass road was put in - then that would make the highway more pedestrian and cycle friendly anyway.

It would possibly be more local traffic, apart from those possibly that are going to UWA so you would get a good solution for pedestrians and cyclists if the bulk of the traffic that are actually going into the city or west Perth for work were put onto this highway bypass near the railway line. The private school traffic, being a big problem, I'm currently trying to work with the Claremont Council now about some solutions with that. The Councils need to get together of those areas - Claremont, Mosman Park, Nedlands et cetera - to talk about some sort of a master plan for solving that problem.

It's only getting worse. The schools need to be involved as well. We're not anti-private school. As I said, I was lucky to go to MLC and our son's at Christ Church Grammar School. To get more mini busses possibly in...

(Reporter's note: missing audio from 1.36.22 - 1.37.10)

... school, the Council, educating parents, getting people more confident to use either public transport, mini busses - whether they're privately owned by the schools - and walking and cycling. Because the days when they have cycle to school day the bike rack is just completely full because they're sort of escorted in groups to school, parents feel confident, but when those days are over we go back into the car with mum and the problem continues, and we think that there could be introducing some sort of river transport from the south of the river - whether that's through small, higher speed, sort of, mini ferries.

The river's in Perth completely unutilised. Having the ferry from south Perth to the city - there's other points where people - again, you need to re-educate people. They want minimum stress. If you could put a car park near where those ferry stations are and there

has been suggested a river pontoon behind MLC and Christ Church, and through to Claremont Yacht Club. That could also be used for children cycling along there and pedestrians, which would also alleviate a lot of the school traffic as well.

So there's a lot of solutions which all of this - the stations would be the biggest cost and obviously putting a highway bypass road by the railway line, but if there's enough parking underground, built properly, nodes along, more people avoid driving into the city in west Perth and the money's better spent there than having people's homes acquired and businesses along the highway - all for still four lanes and not many pedestrians, and not many cyclists using the proposed bike and pedestrian lanes. So that is pretty much it. Sorry, I had to rush through because I don't want to run out of time.

MS BARTLE: No, that's quite all right. Well, thank you. You've obviously given this a lot of thought and that's - - -

MRS NIKOLICH: We have.

MS BARTLE: - - - great to hear some solutions, not just problems.

MRS NIKOLICH: No.

MS BARTLE: Corinne, did you have any questions?

CR MACRAE: Yes, thanks, Megan. Getting back to 1B, Richardson Avenue - is it 1 or 1B?

MRS NIKOLICH: We're 1B.

MR NIKOLICH: It's 1B.

CR MACRAE: The house - we walked past this. The house is how old?

MR NIKOLICH: There is 1B, C and D. They're actually behind the house 1A, so you can't - from the street you don't see them.

CR MACRAE: Yes.

MR NIKOLICH: They're about - - -

MRS NIKOLICH: 12.

MR NIKOLICH: 12, 13 years old.

MS BARTLE: Presumably, your mother or your parents bought them, or - - -

MRS NIKOLICH: Dad did, Mum and Dad.

MS BARTLE: Presumably, they were aware at the time that there was an existing reservation going through the property?

MRS NIKOLICH: Yes.

MS BARTLE: Obviously, that didn't stop the house not being constructed. I guess my question is that you would be aware that, if this amendment falls through, than the original reservation remains, which takes over about 80 percent or 70 percent of the property.

MRS NIKOLICH: We didn't know that, that that's - - -

MR NIKOLICH: Because the reservation is about 30 metres. That's not the one that's going to be used, or proposed to be used for the highway. Is that correct?

MS BARTLE: If we look at this plan.

MR NIKOLICH: It's all about terminology, which one - - -

MS BARTLE: Yes, that is right.

MRS NIKOLICH: And which way you look at it, too.

MR O'HURLEY: Is it this property that comes in off there?

MRS NIKOLICH: Yes, that's us. We're here. We're at the end.

MR NIKOLICH: 1B is here and 1C is - - -

MS BARTLE: John, could you just point out where the existing reservation is?

MR O'HURLEY: This is the existing reservation.

MS BARTLE: Line?

MR O'HURLEY: It's 37 metres into the property and this was put in place in 1963.

MS BARTLE: The new one would obviously reduce it. There's still an impact, no doubt, on the property.

MR NIKOLICH: That is what we are talking about today.

MRS NIKOLICH: We're talking about this highway. We thought that - I thought that this one - - -

MR NIKOLICH: Is this one.

MRS NIKOLICH: Was the same as that. I thought that the green line is up here and that was it.

MS BARTLE: I see. So that is why - - -

MRS NIKOLICH: So we'd be worse off.

MS BARTLE: Arguably, it is status quo. That is why we just want to make sure that we are quite clear that, if this does fall over, that remains in place. However - - -

MRS NIKOLICH: But if nothing's done, it's academic, isn't it?

CR MACRAE: A reservation does tend to - it hasn't in this case, but it could inhibit future development because it's such a big reservations.

MR NIKOLICH: It would be very expensive to actually take possession of that reservation. That would take - - -

CR MACRAE: That's right. Even if the roads never widened, it's still there.

MS BARTLE: This process obviously has been to look at that and say, "That's a very big reservation. Is it appropriate? Should Stirling Highway ever need to be actually widened or re-configured to meet current safety needs?" That's where the basis of the new line has come from, standards, current standards, from Main Roads, but this is not really talking about implementing that at this time. It's actually about moving the line to accommodate that, should it be needed.

MR NIKOLICH: The new line would go best - - -

MS BARTLE: Would be to the red line.

MR NIKOLICH: Would be put back to here, yes.

MS BARTLE: That is right, so the rest of it would become urban. Whereas, at the moment, under the metropolitan region scheme, it is actually a road reserve.

MRS NIKOLICH: We would like the status quo as is to remain and obviously this line to move up there. If that just sits there, sleeping, it doesn't matter, but it's obviously, again, that people know what they're doing with development and everything generally.

CR MACRAE: The status quo is the green line.

MRS NIKOLICH: Is the green line? Well, okay.

CR MACRAE: So the red - - -

MS BARTLE: Would be the new.

MRS NIKOLICH: Is the new.

CR MACRAE: - - - is only what would be reserved for road.

MS BARTLE: Yes, the hatched area.

MRS NIKOLICH: We would want the red line but with no development.

MS BARTLE: Of the highway?

MRS NIKOLICH: Yes, of the highway.

MS BARTLE: I see.

MRS NIKOLICH: No, we're not anti-development generally; the highway development.

MS BARTLE: Yes.

MRS NIKOLICH: If the green line was moved to red and then the highway isn't widened and that land here is never used, that's what we would propose.

MR NIKOLICH: Prefer.

MRS NIKOLICH: Yes.

MS BARTLE: That would be your preference to keeping the original?

MR NIKOLICH: That's right.

MRS NIKOLICH: But if one is going to make the widening of the highway more likely, we would want the one that's going to make - whether it's the green or the red, less likely, so hedging our bets there.

MS BARTLE: Just to put a little bit of context on it, as far as the actual implementation, so development, of the highway is concerned, there is no budget within treasury allocated to this and there is no forward planning from Main Roads to actually undertake this. So it's not a project as such at this time. The estimate is, if it were to go ahead, it would probably be around 20 years before it would even be implemented.

MRS NIKOLICH: But you still have the Sword of Damocles over your head with regard to selling your property in the future and the value of your property.

MS BARTLE: The land is definitely reserved, so there you go. That is if it were to go ahead. Obviously, the priorities can change within government and things like that, but there

would always be quite a long lead time and more consultation and detailed design. This is definitely not the ultimate design. It is just based on current standards.

MRS NIKOLICH: We didn't go into too much detail but, with the entrance in Richardson Avenue, the way this is drawn up is going to make the traffic problems which is my second campaign is for council to get traffic calming in Richardson Avenue has been an ongoing nightmare for about 10 years, and so this is going to make it even worse, plus you can't turn - trying to turn right on the highway as you're heading down to Fremantle to do the loop to get around. It's going to cause problems, I think, in Cliff Road, I think, for them as well, but that's getting into detail. Today, I just kept it general because we haven't got much time.

MS BARTLE: That is okay. Kent, did you have any questions?

MR McDOWALL: I would like to just go back to the school traffic.

MRS NIKOLICH: Yes.

MR McDOWALL: Because from what I heard you say, this is the principal cause of the current problems.

MRS NIKOLICH: It is.

MR NIKOLICH: It is. Because as Amanda said, there are private schools. There is another about four or five public schools in the same area, so we're talking a lot of children being shifted from house to school and back and, because there is currently no other real alternative, it's all being cars and you get those really clogged, sort of, pockets of traffic, standstill. That's morning from about 8.00 until after 9.00 or 9.30, and then around 3 o'clock.

MR McDOWALL: This is on the city bound lanes?

MRS NIKOLICH: Yes.

MR NIKOLICH: Yes, mostly.

MR McDOWALL: What about in the afternoon on the Fremantle-bound lanes?

MRS NIKOLICH: Between 3.00 and 4.00, it's really busy. You have to wait quite a long time, banked up the highway, to get - - -

MS BARTLE: Is that the same lanes, like, is it the west-bound traffic again? So is it - - -

MRS NIKOLICH: No, coming - - -

MR NIKOLICH: In the afternoon, it's more, sort of, even both ways.

MR McDOWALL: So it is not as bad - - -

MRS NIKOLICH: No, the mornings are the main problem.

MR McDOWALL: Because I did hear you say it runs back to Napoleon Street?

MRS NIKOLICH: Yes, that's in the mornings.

MR NIKOLICH: Yes, in the mornings.

MRS NIKOLICH: I'm surprised no-one's made you aware of that.

MR McDOWALL: We are. I am just trying to verify some information.

MRS NIKOLICH: Okay.

MS BARTLE: We do hear - - -

MR McDOWALL: Because you live there - - -

MS BARTLE: And we see it every day, and there's worse traffic at night coming back.

MR NIKOLICH: At night it is sort of from Leura Avenue past the overpass bridge. That's that bit that gets - it gets heavy. It's not - - -

MS BARTLE: How long would it take to get through that - - -

MRS NIKOLICH: Probably - it depends, but up to 10, 15 minutes and we're only talking several hundred metres.

MS BARTLE: Yes, okay.

MR NIKOLICH: Anything before that and after that is fine. It's just that section.

MRS NIKOLICH: Plus it's the stop start with the busses. You get stuck behind the bus and then - - -

MS BARTLE: Yes.

MRS NIKOLICH: But that's been going on for years, so - - -

MS BARTLE: There's about four sets of lights as well in that whole - - -

MR NIKOLICH: So it depends on how you get, you can get - and also people going up to Leura Avenue towards the railway.

MS BARTLE: Yes.

MR NIKOLICH: If you are going to turn right, quite often, you have to wait for a couple of lights to turn before you actually have enough space to continue up the hill.

MRS NIKOLICH: Claremont Quarter at the back, that gets gridlocked on Gudjarie Street now as well. Cars are banked right up both ways.

MS BARTLE: Yes, I have noticed that.

MRS NIKOLICH: People get, as I did - the only time I have gone into the car park underneath near Coles, you can't get out of the car park. I sat there for 20 minutes trying to get out because no-one can go either way because it's banked up.

MR McDOWALL: So essentially, this is a local resident problem?

MRS NIKOLICH: That's at 5 o'clock.

MR NIKOLICH: Yes.

MRS NIKOLICH: Effectively, schools - - -

MR NIKOLICH: Not necessarily because, since the Claremont Quarters opened as a shopping centre, there's far more traffic actually around that area than their used to be.

MRS NIKOLICH: That hasn't helped.

MR NIKOLICH: Because there are, I presume, a number of people - instead of travelling into town to do their shopping and go, you know, look at the shops and things, they actually say, "I'm not going to go that far, I'm going to just stop here at Claremont Quarters."

MRS NIKOLICH: But a lot of it is work traffic and after school children's activity kind of traffic.

MS BARTLE: So it's the same kind of times, but it congests?

MRS NIKOLICH: Yes, but the mornings are the worst. The main problem is that you've got a lot of children, a lot of cars, all coming in centrally. I grew up in Mount Claremont. We used to catch the school special busses that went through City Beach to the highway and they've all been - they don't exist any more. I think a lot of parents would like to, say, be able to drive their children to Challenge Stadium and then they've got the school specials or - - -

MR NIKOLICH: Or something like that.

MRS NIKOLICH: - - - something like that, but it is a private school predominantly traffic issue because I stand up in our bedroom and look out the window and see just, on the school holidays, 8.15, whizzing past and I'm thinking normally - because if I drove my son to school we walk for 10 minutes - we go through the MLC through the gate - it would take me

longer to drive him to school than to walk him to school. He used to go to Claremont Primary and it would take me sometimes if I went - I didn't do the Corry Lynn loop and then you loop back around the highway, which is also very stressful, or you go down to Eric Street to get down Osborne Parade you've got all the PLC mothers and the St Hilda's mothers coming up and even though they now have to give way to you because you've now got a roundabout, it's still you're banked up there.

It took me like 15 minutes or more to get from Eric Street lights down to the Queenslea Drive lights. It's unbelievable. Then if you keep going through to turn right to go down to Claremont Primary - - -

MR NIKOLICH: Bay View Terrace, yes.

MRS NIKOLICH: No, not Bay View Terrace, because you can't turn right there.

MR NIKOLICH: At the one before.

MRS NIKOLICH: At the one before. Everyone gets stuck and you feel like the bad guy. Everyone gets stuck behind you there and so you can feel frustration coming from behind.

MS BARTLE: Yes, I think you would feel, it's quite possible.

MRS NIKOLICH: It's stressful. It's all stressful, so now for me to walk is a joy, but I was speaking to Garth Wynne, the head of Christ Church a while ago about this whole problem and they're trying to sort Queenslea Drive out with the council at the moment. I went to a traffic management meeting saying, "Look, there's another problem here that everyone seems to have forgotten about on the MLC side," but that wasn't part of that particular traffic study brief, but I think that the council has to do a lot more. There's no continuous footpaths down Cliff Road on either side which is just ridiculous. A child will get run-over soon because there's so many cars there.

MS BARTLE: If they walk on the road - - -

MRS NIKOLICH: They would be able to walk on the road.

MR McDOWALL: This is why I wanted to hear from you because there's a huge amount of money involved in upgrading the highway for a school based set of problems - there are probably others - but in that particular issue. Is it possible to provide some ways that children would be able to travel more safely outside of the highway?

MRS NIKOLICH: Yes, because Garth Wynne, he said when they had the cycle to school day, day, he said the bike track was full. I think there was some amazing - I can't remember from the news - that a number of children - - -

MR NIKOLICH: There were several hundred.

MRS NIKOLICH: - - - several hundred children - - -

MR NIKOLICH: On their bikes.

MRS NIKOLICH: - - - rode their bikes to school on that day. The next day the bike track is nearly empty because the mothers particularly are fearful that unless they're escorted in a big bike to school day group that they might get run over, and, secondly, there's a prevailing attitude in the western suburbs I know, anecdotally, that it's the mothers - if they're not working - it's the mother's job to actually drive the children to school. It's a newish thing and there's a lot of big four-wheel drives. Cliff Way are currently wanting - some of the residents there - a nib put in so you can't come back along Cliff Way.

We used to walk that way but it became far - the whole of term 1 and half of term 2 we walked along there. The residents put their reticulation on in the morning as well - there's no footpath - so you're walking through soggy grass. You've got grass clippings all over your feet. That's just a minor irritant.

MR NIKOLICH: Cars are going around it.

MRS NIKOLICH: Cars are going around and you've got a Toyota LandCruiser and a RangeRover both trying to get past each other on a tiny, narrow road, there's school children walking along there, there's mums with younger children with prams walking their children. It's just an accident waiting to happen and one of the planning gentleman that did a previous report for MLC was actually there on the day when they were looking and he actually said he saw a woman driving down Corry Lynne Road on the footpath in the four-wheel drive one end of Corry Lynne Road down to the other. This is what I'm talking about the attitude and this whole it's all about me, I will drive my children there and I don't care if I run over anyone else. There has to be some sort of education - - -

CR MACRAE: Sadly, it's not just in the western suburbs.

MRS NIKOLICH: No, I know, and they all seem to have massive cars. I mean if everyone was whizzing around in little cute Golfs it wouldn't be such a big problem, but they're in powerful cars. A lot of the women aren't particularly good at driving them but they're very confident, so that's a social issue.

MS ARNOLD: I think cars take up a lot of room on the road.

MRS NIKOLICH: They do.

MR McDOWALL: So essentially I'm hearing that we have a big social issue here.

MRS NIKOLICH: Yes.

MR McDOWALL: Just widening a road isn't going to - - -

MR NIKOLICH: Make much difference, no.

MRS NIKOLICH: Widening the road is all for the pedestrians and for the cyclists and not that many - there's not enough of them to warrant all the drama and the cost that's going to - - -

MS BARTLE: Yes, the cost benefit analysis.

MRS NIKOLICH: The cost benefit analysis is way skewed out and, as I said, I'm not anti-cyclist or obviously anti-pedestrian, but I think the council, particularly Claremont Council, needs to be held to account because there has never been a continuous footpath from Richardson Avenue down either up Cliff Road or - - -

MS BARTLE: To assist.

MRS NIKOLICH: - - - going down to MLC to assist. A friend of mine and I propose getting the children to make little mosaics to embed - not those white/blue footprints, they're not attractive - people wouldn't want those in Claremont - but the little mosaics, so there's buy-in from the community - - -

MS BARTLE: Yes, ownership.

MRS NIKOLICH: - - - so the children can go, "Where do I go?" And it's like this is our path. The mothers know. They see the mosaics. This is the cycle path or the shared cycle/pedestrian path.

MS BARTLE: It's a way of finding.

MRS NIKOLICH: The council needs to put, particularly at the bottom of that street - there's no - I won't let my nine-year-old cross because, see, he always has to cross at least one road on his own. There's none of those bar - coloured bar things on the middle island, so at least the parents know this is the spot. It doesn't have to be - - -

MS BARTLE: Where the people are coming.

MRS NIKOLICH: We don't have enough lollypop people. I've already rung the children's crossing. We don't have the numbers to have the crossing guard, but to have those bars at least there's a spot where they know - everyone knows that's where children are crossing. I'm going to the micro here, but that's just a snapshot of what's probably going on, you know, all over. There's no underneath pedestrian tunnels onto the highway from the Claremont shops. Now, Christ Church boys are playing chicken running across the highway.

MS BARTLE: Yes, we've heard that a few times.

MRS NIKOLICH: Council has, again - I don't know, they need some sort of catalyst to - and I don't want it to be a child being - - -

MS BARTLE: Well, unfortunately, will be tragic.

MRS NIKOLICH: - - - one - there was one hit. Yes, it's - all around - - -

MS BARTLE: I'm surprised there aren't more.

MRS NIKOLICH: There's a lot of near misses on - on Cliff Way there's been people being clipped. A friend of mine, she was walking along there, she does, you know, walking and she was clipped by a car. Another person has been clipped along there as well in the last 18 months and I'm a safety orientated person and I think that it's only a matter of time until a grade 1. Another big problem is women parking predominantly in the driveways of people that live on the river on Cliff - - -

MR NIKOLICH: On Corry Lynne. No, Cliff Road.

MRS NIKOLICH: Cliff Road. And they go in and then people - there's not enough room to get around the front of them. There's no footpath, so you walk behind them and they reverse back and I've done twice this year, I've had to go on the back of the always four-wheel drive and go, "We're here, you were about to run us over," and a grade 1 they can't see there. There's no sight line to them so it's only a matter of time until someone actually does get run over.

MR McDOWALL: So there's inadequate pedestrian infrastructure is what I'm hearing.

MRS NIKOLICH: That's right. Completely inadequate.

MS BARTLE: Unfortunately, we are going to have to wrap it up because we have got another lot of people waiting for us.

MRS NIKOLICH: That's fine. No, that's all right.

MS BARTLE: It has been very worthwhile hearing from you, thank you.

MRS NIKOLICH: No, we have thought about it at length.

CR MACRAE: Can I just make a suggestion here? I really think you should take it up, I do wish you'd run for council.

MRS NIKOLICH: Someone else mentioned that a while ago.

CR MACRAE: Perfect person. You've got solutions. You're passionate, you know, you know the problems, you're articulate, do it.

MS BARTLE: Get them on, that's made.

MRS NIKOLICH: That's an idea. We need you. I'm becoming a community activist and I didn't mean to become one but I'm just so tired of seeing all of this and there's not - solutions have not been adopted that are there and even with the train, the longer platforms, having the big multi-stations, that's a better way of spending everyone's money. I mean London runs like that. I mean there's a lot of bodies moved around every day by London underground and, you know.

MS BARTLE: We have got quite a long way to go with this. We have got days ahead of us of hearings over a number of weeks and after that report writing and then recommendations to WAPC and the minister of Parliament, so it will be some time before you hear back from us, but you will get a response to your submission. If you could just send in your part 2 and then that will - - -

MR NIKOLICH: To yourself?

MS BARTLE: To Marija.

MRS NIKOLICH: Yes, I've got Marija's email.

MS BARTLE: Yes, if you send it to her then that will get circulated to us as well.

MRS NIKOLICH: But you understand what we meant about where we're coming from?

MS BARTLE: Yes, we do. Yes.

MRS NIKOLICH: On the lines.

MS BARTLE: That is recorded now, so we have got you on the record.

MRS NIKOLICH: Okay, great.

MS BARTLE: We appreciate your time.

MRS NIKOLICH: Thank you very much. No, you're more than welcome.

MR NIKOLICH: Thanks for your time.

MS BARTLE: Thanks.

MRS NIKOLICH: It wasn't as onerous as I thought.

MR NIKOLICH: We can keep this one?

MS BARTLE: John, can they keep that?

MR O'HURLEY: Yes, of course. Of course. No, keep it.

MR NIKOLICH: Oh, we keep that one. Okay. Great. Good.

MRS NIKOLICH: wasn't as onerous as I thought.

MR NIKOLICH: We can keep this?

MS BARTLE: John, can they keep that?

MRS NIKOLICH: We keep that one? Okay. Great. Good. Thank you. Lovely. Thanks very much.

MS BARTLE: Thank you.

MR McDOWALL: Thank you for coming.

MR DAVID & MRS ADA MCGECHIE
representing themselves

MS BARTLE: Please come sit at the table. I'm sorry we kept you waiting. It is always good to hear from everybody. Welcome to these public hearings on the Metropolitan Region Scheme amendment for the rationalisation of Stirling Highway road reserve. I am Megan Bartle, I am the chair. This is Corinne MacRae, Counsellor MacRae.

CR MACRAE: How do you do?

MS BARTLE: And Kevin McDowall. We have technical support with us. It is John O'Hurley from the Department of Planning. Just to recap on some of the information I think you have been provided with, we are representing the WA Planning Commission at these hearings, so we have a copy of your submission, which we've read, and all the submissions - all 600 - will be re-read before any recommendations are made. This is your opportunity to make sure that we understand what your concerns and points are, so we will allow some time at the end for some dialogue to make sure that we have got that quite clear.

At these public hearings, you have requested a private session, which means no-one else can come in, but just to let you know that they are public hearings, so they are being recorded and a transcript of the recording along with the recommendations will eventually tabled in parliament, so there will be a public record. Just to make sure you are quite clear on that.

MR McGECHIE: We will have to be careful what we say.

MS BARTLE: Please do not hold back. We have allowed 15 minutes and I do apologise that we went over on the last one, so we have kept you waiting, but if we could hand over to you and I would ask you to just state your name at the beginning of your present so that we have got that quite clear. Over to you.

MRS McGECHIE: You talk, darling.

MR McGECHIE: My name's David McGechie.

MS BARTLE: Thank you.

MR McGECHIE: I think we put everything in our submission. It's quite simple. We just wanted to come along to make sure that it's recorded that we're not happy with the fact that this will probably knock our house down and really to - I think we're agreed that something needs to be done about all the jamming up of the Stirling Highway, but it seems to us a bit rough to knock our house down for a cycle track, unless everybody's on cycles, which they might be by then, I suppose.

The other thing, really, is we don't quite understand the way things operate if we want to sell now, then this certainly affects possibly the price that we can get because people are not too happy to buy places when they're going to be knocked down and we obviously want to get a fair market price. I just wonder how that's calculated, whether it's the market before this scheme or - - -

MS BARTLE: I think John can provide you with some advice on that.

MR O'HURLEY: Yes, certainly. There is a brochure that we can hand over to you. The situation with a regional reserve is it may sit there for quite some time without the government actively pursuing it, as is the case with this, because the amendment needs to be finalised before it becomes a Main Roads project before it can get funding. In terms of resumption or compensation, the state would approach land owners close to the time of roadworks, so that would be some time away. However, if a landowner wants to pursue or trigger compensation, there are a number of mechanisms.

For example, you could write to the Commission and request that they perhaps purchase the property, and there's a number of other alternatives that are kind of just summarised here, but I can provide you with that. The other thing in this case, because it's a strata, common property, compensation goes to the whole strata for your unit entitlement. It's obviously to the landowner of the unit and the valuations are independent. They're based on best and fairest use and the valuation also ignores the existence of the reservation. So whether the reservation is there or not doesn't impact upon the valuation itself.

MRS McGECHIE: May I ask, is there a record of fairness in compensation deals, or does it (indistinct)

MR O'HURLEY: It's legislated and there's a board that it goes to - a board of independent valuers. So all I could suggest is the system is set up to protect the landowner.

MRS McGECHIE: Good.

MR O'HURLEY: It's there for the landowner.

MRS McGECHIE: Good, and another little question, for instance, a practical question, one hesitates to renovate, to put effort and planning and money into renovation. You see, if we do it, the work may be in vain, but if we don't do it than it minimises the appeal of the house and we lose the other way around. So have you had any experience with that?

MS BARTLE: Look, the round about way of answering that is to say that this process is not about the actual of the construction of the road and it is quite likely that would be at least 20 years away, if it were to happen. So there is no budget from Treasury and there is no project within Main Roads to actually do this work. The other part of that is: there is an existing reservation over the land at the moment, which is actually quite a lot wider than what this is - this is actually bringing it smaller, but it is actually defining it.

MRS McGECHIE: May I ask - because we got planning - well, it was a few years before we moved there, but the planning permission for the strata (indistinct) was given by Peppermint Grove, so they must have known if it was reserved or not.

MS BARTLE: That is true and, look, there has been a lot of quite new development done along the highway where there is an existing reservation. Because of the width of the old reservation, which was put in place in 1963 - and it is very, very wide, 80 metres or something - then there has been uncertainty and, because of the uncertainty that would ever be constructed because it was so wide, approvals have been given and, in more recent years, a general setback of about 5 metres has been what has been implemented along the highway. So though the reservation was there, yes, the actual acknowledgment of it and adhering to it as a setback was not implemented. That is what part of this process is looking at. It is saying, "Obviously, that reservation does not work, so what is a more appropriate reservation under current standards?"

MR McGECHIE: Does that mean the council are liable for any problems coming out of that?

MS BARTLE: No.

MR McGECHIE: It's a bit strange, is it not?

MS BARTLE: I do not believe so.

MR O'HURLEY: A comment is that a development such as yours have legitimate approvals, so they are legally constructed.

MRS McGECHIE: Yes, that is not an underhand thing.

CR MACRAE: That is right, and your property is currently affected by the reservation quite extensively.

MR McGECHIE: Yes, absolutely.

MRS McGECHIE: Yes, our house is - one-third of the house would fall under it.

CR MACRAE: That is right, and what this amendment is attempting to do is to say that is clearly ridiculous, so let us try and make it a little bit better.

MR McGECHIE: So what you were talking about compensation, you think - are you certain - you can apply for that before it's under way. Is that what you said?

MS BARTLE: Before it is constructed.

MR McGECHIE: Before it - yes. There is nothing now, you said, there is no plan, or money, or anything.

CR MACRAE: There are no plans and no money.

MR McGECHIE: So if we wanted to sell now, we couldn't claim compensation?

MR O'HURLEY: You could make an application, yes.

MR McGECHIE: We could? Okay.

MR O'HURLEY: Every application is looked at on its individual merits. In terms of history, in the last three or four years, there have been properties acquired on Stirling Highway, but it has to be balanced against other government commitments. So this committee couldn't guarantee an outcome, but they can advise you of the options available to you, but for an early compensation, it needs to be triggered by the landowner, so you would have to do something to seek compensation.

CR MACRAE: There may not be a guaranteed outcome for you.

MS BARTLE: That is right.

CR MACRAE: That is the - - -

MRS McGECHIE: (indistinct) but it has happened twice before. Many, many years ago, when the Court government - the young Mr Court government was on - they wanted to make the Stirling Highway into a boudoir with Parisian lanterns and the interest was (indistinct) and that never happened. The second time was with Curtin Avenue, they wanted to transform Curtin Avenue. People sold their houses cheap and nothing happened, you know? We are a bit sceptical at the start that something will happen, but we have lived there for 35 years and our little girl was born there, so we are attached to it and it's our money. It's so nice of you to listen to this.

MR McGECHIE: Is there any implication in the council mergers in this? That's irrelevant, is it, for the state government?

MS BARTLE: This is purely to do with the Metropolitan Region Scheme, which is endorsed by the state.

MR McGECHIE: Right.

MS BARTLE: So no, not at this point.

MR McGECHIE: No, okay.

MRS McGECHIE: We have kept you long, haven't we, darling?

MR McGECHIE: Yes, too long.

MS BARTLE: We appreciate you coming in and we hope we have been able to provide you with answers that you needed as well.

MRS McGECHIE: Thanks very much. That is so kind of you.

MS BARTLE: That is quite all right. Thanks for your time.

MRS McGECHIE: Thank you.

MR GIANPAOLO CRUGNALE
Mr Crugnale represented himself

MS BARTLE: Hello.

MR CRUGNALE: Hi, how are you going?

MS BARTLE: Good thank you. Any seat, that's fine.

MR CRUGNALE: Cool.

MS BARTLE: Welcome.

MR CRUGNALE: Thank you.

MS BARTLE: These are the public hearings for the Metropolitan Region Scheme amendment for the rationalisation of the Stirling Highway Road Reserve, which you'd be aware of. I'm Megan Bartle, I'm the Chair. This is Corinne MacRae, Councillor.

MR CRUGNALE: Hello.

MS BARTLE: We have technical support from John O'Hurley.

MR CRUGNALE: How are you going?

MR O'HURLEY: Good.

MS BARTLE: Just to recap on some of the information you've probably been given so you're fully aware, we're representing the WA Planning Commission at these hearings. We the ears, basically. We've got a copy of your submission and this is your opportunity to make sure that we fully get the points that you want to raise and, you know, any concerns that you may have. So we've allowed 15 minutes for your presentation which will allow some dialogue at the end of that. Just to make sure that you are aware, that whilst you've requested a private session for this - so no-one else can come in and listen - these are public hearings, so they're being recorded and a transcript of this with recommendations will become public record in the long term.

MR CRUGNALE: No worries.

MS BARTLE: I'll hand over to you. If you could just start by stating your name for the record and then launch into it.

MR CRUGNALE: No worries. So, I'm John Paulo Crugnale. Or Gip. So I'm the property owner on 488 to 490 - or better known as lot 91 Stirling Highway, which is actually right at the traffic lights with Jarrad Street. So it's a bit of a good one to get in and out. So basically

at the moment the traffic lights doesn't allow me to get out so you've just got to wait for something to turn red and then you run the gauntlet, and things like that. So it is quite a dangerous element in that sort of regards, going in and out.

So I've got two tenants in there, a construction company and a highway dry cleaner there, who's been there forever and a day, and still has a few more years on his lease. So I guess what my, sort of, concern, I guess, is with the 12 metre or that sort of thing and, look, I get what you're trying to do but this site - a bit of a peculiar one because it adjoins a residential area so therefore my setbacks are six metres from the boundary. So, if you sort of - on that drawing that Kent's looking at - so essentially we've got the light blue shade there which is sort of saying, well, that at the moment is the set back area.

The darker shade is obviously where you're looking at your 12 metres which leaves me with not much at all left to do anything and it's only a 12 metre wide block, so it's sort of - you take out your six metres and you have a six metre building, and it sort of has all sorts of rules, so it doesn't allow much in that sort of regard. So that's probably one of the concerns, that by taking out the 12 metres it really affects the useability of that land. Then I guess also, you have a heritage building on there, so how you deal with that - I guess you guys can bend the rules.

MS BARTLE: No. But anyway, keep going. We'll get to that.

MR CRUGNALE: With the heritage site, so - I guess what I'd try to just simply just outline, I guess, my concerns about sort of the road lining and what impact that does, and because I am literally at that traffic junction it does make it a whole lot harder for access in and out, and then obviously if you're sort of taking out 12 metres it pretty well doesn't leave me much in terms of a shop frontage (indistinct) quite a few economic implications as well, so that's sort of I guess where one of the main sort of things there, that even if the codes did change a little bit to suit those, sort of, set backs, you know, I probably will still be quite adversely impacted in regards to there.

Obviously there's no alternate access available either, so it's not like, you know, how you manage that, what the road winding, getting in and out. Obviously if I'm trying to get out onto a road that's wide and that's got busier - how do you do that safely in the first instance? So apart from, I guess, adding the signals in there to suit but, you know, how you'd work that out I'm not sure and then - yes, so I guess that's probably really my main points, is just the fact - the current zoning what it is not, what I'm allowed to do on it and the fact that by resuming that sort of area of 12 metres is quite a big chunk of, I guess, my frontage and what I'm able to do with the block. Obviously the block to the south is even more impacted, but - - -

MS BARTLE: Okay, so most of the building actually is - it's, like, you were talking about heritage. It's actually on the municipal inventory for the town.

MR CRUGNALE: Yes, I have actually just restored it all to its original character. So all that has all been stripped back to its original limestone blocks and everything. I don't know if I have a photo in here but - of what it used to look like but - - -

MS BARTLE: (indistinct)

MR CRUGNALE: So I have, sort of, spent quite a bit in terms of the buildings itself and getting it back to its - getting to its original - and there's a copper facial coming on now, so just sort of really tidied all up, so it sort of gained a bit of prominence and that sort of thing. So, it's - you know, from that sort of point of view and I guess the impact on me as to what and how that may arise in terms of what you try to do.

MS BARTLE: For sure. Corinne, do you have any questions?

CR MACRAE: No, I was just looking at this - because your existing reservation only affects, I think, about the first six metres.

MR CRUGNALE: Yes, but at the moment the building is actually to the boundary line, so it's right up there even though you've got a six metre resumption there.

CR MACRAE: Yes, so your building's affected - - -

MR CRUGNALE: Well, yes.

CR MACRAE: - - - one way or the other, but more.

MR CRUGNALE: Yes, well the guess is even if you take back that 12 then I'm only left with a third of my building as it is now before any other things happen at the back or whatever, so it sort of does impact. I don't know how it work when you've got tenants in there with long leases and you're looking at, you know, one of them has got, like, a 30 year lease with just five year auctions, so I don't know what implications are and that sort of thing, in terms of breaking those sort of things.

MS BARTLE: Compensation is only with the land owner, if there was to be compensation, so that would be a legal matter between you and your tenant.

MR CRUGNALE: Yes, right. A bit like that, but - - -

MS BARTLE: But that's - yes. If you want to know a bit more about compensation, you know - - -

MR CRUGNALE: Well, to be honest I'm not so much worried about that for the moment.

MS BARTLE: All right, because there's a handout we can give you anyway.

MR CRUGNALE: Yes (indistinct)

MS BARTLE: Well you do - yes, I think it's quite clear what the - did you have anything else?

CR MACRAE: No, that's all I had.

MS BARTLE: No? Kent, did you have any questions?

MR McDOWALL: I'm looking - on your section XX here, what does that refer to?

MR CRUGNALE: Okay. At the moment the rule basically is from the boundary line there - so it's basically our triangle, effective. So you can only build up to the 30 degree line.

MS BARTLE: So this is a height - - -

MR McDOWALL: Yes, that's - - -

MR CRUGNALE: So I've got to go six metres and then 30 degrees from their boundary, up there and that's why - - -

MR McDOWALL: Okay, this is because it's residential adjoining.

MR CRUGNALE: Next door, yes.

CR MACRAE: And they're also on their north side.

MR CRUGNALE: Yes, so - - -

CR MACRAE: (indistinct)

MR CRUGNALE: I mean, look, technically from (indistinct) and 25 per cent cover it would probably be okay but they're probably not okay with being something in front. I mean, from my point of view - yes, I'd rather do that if I'm getting all that out of the way.

MS BARTLE: Yes, sure.

MR CRUGNALE: Yes, so - and I guess this block's been there a lot longer than the neighbours. The residential guys. It's not different from buying something next to a pub, isn't it?

MS BARTLE: How many of those get closed down?

MR McDOWALL: They have fires, don't they?

MS BARTLE: Something like that. Okay. From what I can see, you know, it doesn't - yes, there's certainly quite an impact on your property, seeing that.

MR CRUGNALE: Yes, huge impact.

MS BARTLE: We have walked along most of Stirling Highway to have a look at all of these things and, you know, this little area of Cottesloe is quite impacted, you know, both sides and there's actually quite a lot of local heritage in this area. So it's one of the things that we are looking closely at. There's a lot of issues being raised, as you would expect.

MR CRUGNALE: Yes, I would expect - I mean, the other side you've got the Albion being chopped in half. Whoever's idea that was.

MS BARTLE: National Bank and a few other things as well. The Coffee Palace, so - yes. It is certainly an interesting item that we'll have to give some serious consideration to as local heritage, if you like, and what that implication is.

MR CRUGNALE: But I guess even if it wasn't a heritage, in my sort of case, or the local heritage, or whatever - you know, it's a big chunk and I guess that's my, sort of, my main concern about it, especially - you've got to sort out things with tenants because you've basically got to pay them out, you know, if they don't want to move because even under the Retail Act you can't have redevelopment clauses. You've got to pay for their relocations and all this sort of stuff, and pay it out. So there's another whole legal thing at the back of it which I'd rather not deal with.

MS BARTLE: Just to make sure that everything's clear, this process is stage one of a number of processes, if you like, looking at the reservation that exists along Stirling Highway. In some parts it's very wide, in other parts obviously quite narrow and looking at current standards from Main Roads as to what the - you know, for safety and traffic flow, and things like that, and applying that and looking, and seeing if that's the appropriate reservation, and then of course there's all these constraints and things that get put on through this kind of process - us looking at it and saying "is that appropriate just because it's the current standard?"

MR CRUGNALE: Why can't you move it across to where the railway line is and all that area?

MS BARTLE: Yes, that's something that's been raised quite a number of times.

MR CRUGNALE: Looking at the land there, that's - - -

MS BARTLE: Yes, that's right. There's land. This process is really just looking at the existing reservation and the implications of that rather than that broader context, which is as a planning criteria that the department will look at when it's doing more strategic planning along the whole area. So this has got quite a long way to go. We've got days of hearings ahead of us over a number of weeks - - -

MR CRUGNALE: It can take 30, 40 years. You know?

MS BARTLE: That's what I guess I was going to say. The implementation - there's no budget for it and there's no project within main roads until this amendment's finalised, and even then until they've got, you know, some kind of budget for it that doesn't become a real project. Their estimate at the moment is probably about 20 years if it were to be implemented and then they would still have to do a lot of work on detailed design and consultation. So there is a long way to go but even with this, you will get a response from us but it will take some time.

MR CRUGNALE: That's all right.

MS BARTLE: Just to let you know up to a year, probably, before this is, you know - a decision is made.

MR CRUGNALE: Yes.

MS BARTLE: So we appreciate you coming.

MR CRUGNALE: No, that's all right.

MS BARTLE: It's very valuable to us to get everybody's perspective and it does help to get the verbal presentations.

MR CRUGNALE: Yes, I don't think there's anything else.

MS BARTLE: If you think of anything else you can always contact Marija, send stuff, information through to us.

MR CRUGNALE: No worries.

MS BARTLE: All right, thank you very much.

MR CRUGNALE: Thank you.

MR SAM KRONJA & MS VICTORIA MCDONALD
representing the Presbyterians Ladies' College

MS BARTLE: Hello.

MR KRONJA: Hi, how are you going?

MS BARTLE: Welcome. These are the public hearings for the Metropolitan Region Scheme amendment for the rationalisation of the Stirling Highway Road Reserve. I'm Megan Bartle, I'm the Chair. This is Corinne MacRae and Kent McDowall. We're the panel members and we have technical support from John O'Hurley from the Department of Planning. Just to recap on some of the information you've probably already been provided with, we are representing the WA Planning Commission at these hearings, so we're their ears if you like.

We've got a copy of your submission and this is an opportunity to make sure that we're fully across what your concerns are, and issues. These are public hearings, so they're being recorded and a transcript of the recordings along with recommendations will become public record. We've allowed 15 minutes. Your issue's not an extensive one but we've allowed 15 minutes for your presentation and that allows time at the end of it for us to have some dialogue with you. So if I could hand over to you and get you to state your names, as you commence.

MR KRONJA: Yes, my name's Sam Kronja, I'm the Director of Finance and Corporate Services at Presbyterian Ladies College. I've got my assistant, Victoria McDonald, here today. She's just started with us so we're - - -

MS McDONALD: Just to be here and listen.

MS BARTLE: Yes.

MR KRONJA: For me, our submission isn't - we're not - what I should say is we're not directly impacted in the sense of our land being affected or anything that we own via a widening of the road or anything however we're adjacent to the Star of Sea Catholic Church, which is impacted on Stirling Highway. For us, it's really just an opportunity to bring forward the safety concerns that we've raised on numerous occasions previously with either the Shire or Main Roads, in terms of safety on Stirling Highway, and we've taken that opportunity, and really the submission is the nuts and bolts of it where it talks about - you know, we're concerned about the safety, we have expressed desires in the past for traffic lights and cross walk attendance, and things like that.

Currently what is in place are traffic wardens, which is good, but one inherent problem with it is from an operational point of view, is they're all on casual contracts, therefore they're always essentially one day away from there being no traffic warden attending. We do have a good relationship and they are aware that it is a very busy road and that, you know, they

will - if they're aware that they're not going to be there they will make moves to have it attended, however, you know, they will say, "I can't guarantee".

It's just - as you do, you appreciate - a very, very busy road and there's bus stops opposite the T junction where McNeil hits Stirling Highway, so it is just impractical for anyone to get off a bus on the other side of the road to walk 300 or 500 metres left or right, either down to Leake Street, I think, and Eric Street to cross. We've seen people run the gauntlet if there aren't traffic wardens. Also, traffic wardens are only in attendance obviously for a certain period of time so outside of that time the road's still busy and people do, sort of, run the gauntlet across.

In an ideal world, for us it's an underpass to just remove the risk. We are mindful of the fact that underpasses, you know, from the Shire's point of view has the potential to attract vagrants who might - that's a direct comment that I've had in relation to an underpass in the past but however, you know, whether it's traffic lights, the ability to stop traffic for a safe crossing, just using this process as a time to improve the safety of crossing Stirling Highway for the simple reason that there is a school on McNeil Street and we do want to encourage people to walk to school and ride to school.

The path's just been widened to 2.5 metres there but parents just won't allow their kids across there because they don't think it's safe and we're under a lot of pressure from the Shire and the residents to reduce traffic in, but people just will drive 500 metres or a kilometre to drop their child off by car if it's safer, and that's just the reality of it all. I mean, I could keep talking but, I mean, I think you've got the gist of that.

There'd be a positive impact for the school there and I would just say that - although I probably can't speak on behalf of the Star of the Sea Church, you know, there is a church right there so I'm sure that it would - you know, improved safety would be good for anyone attending the church and just for residents given there's a bus stop on the other side of Stirling Highway there. Once again, can't necessarily speak on behalf of residents but I'm sure that improved safety for them would be, you know, worthwhile.

MS BARTLE: Okay, just to make sure it's clear, the purpose of this amendment is to have a look at this existing reserve and make sure - you know, have a look at whether that's appropriate or whether it should be widened, narrowed, and looking at current traffic safety models that are applied by Main Roads. So the safety concerns that you're raising - whilst I understand them - the actual implementation of this is not part of this process. So, it's a longer term process through Main Roads and treasury. Probably around 20 years.

That doesn't mean that, you know, you can't keep pushing for safety implementations in that area for you. I just wanted to make sure that you understand the process that we're going through and so the actual detailed design is not part of this process. Safety is an utmost issue for a lot of people and the school issues keep coming up, so - - -

MR KRONJA: Well, I mean - and a lot of that was understood. I mean, as I said, we took the opportunity to raise it and when we have a look at other examples of underpasses that

are around, it's usually - when I says usually - it is often as a result of someone dying and being hit, and, you know, unfortunately the clock's ticking you just hope that the alarm doesn't go off in that sense. It's just probably something that goes into the general machinations. Obviously someone's looked at it before and decided not to do it but it's Stirling Highway and there's a - I mean, I'm sure you've got - there's records of how much traffic passes up and down Stirling Highway and there's people trying to cross it, and it's just - - -

MS BARTLE: Yes (indistinct)

MR KRONJA: Not satisfactory at the moment, yes.

MS BARTLE: Safe for crossing, yes, I understand that. Corinne, have you got any questions?

CR MACRAE: No. I was going to ask a question about the school's - what sort of traffic management plan it has. Not so much traffic but pedestrian and cyclists managements, and whether you have a strategy to get your kids onto the footpath, either on bikes or by walking? Because it seems to be a common problem with all the schools in the area, that there are not enough kids walking and cycling to school.

MR KRONJA: No, that's an inherent issue. We have done a number of things and we take our traffic management pretty seriously. I mean, in Peppermint Grove there's a very small Shire, everyone tends to know each other and, I mean, we've been there 100 years but, you know, we feel we're part of the - - -

MS BARTLE: Fabric.

MR KRONJA: - - - part of the fabric of the area and the reality is the amount of traffic, you know, if you compared it to 10 years, 20 years, has increased and more people will just take the opportunity to drive because it's more convenient or easier. We've, you know, in the past had walking buses and things like that which haven't necessarily been that successful but we haven't given up on those, but we do things like we have a lot of co-curricula's so we make sure that we stagger those times which are beyond the end of the school day, so you've just got traffic coming at different times not all at once.

We have our pre-kindy and kindy - you know, staggered finishing times at the end of the day so, you know, 3.05, 3.10, you know, 3.25, they'll be staggered throughout which reduces the traffic. We went into a share arrangement with the Shire to widen View Street, so therefore busses at the end of the day, picking up meant that cars could still travel down the side whereas before it was quite tight. I've trained all of my maintenance staff to use stop slow batons so if things are a bit tight I send them out and we manage the traffic.

I have a good relationship with the ranger. If I think things - I'll call the ranger. The Shire's just put in a path which is 2.5 metres wide on McNeil and there's plans to do some more which is hopefully - well, at least the infrastructure's there to encourage the bike riding but

that's coming from Stirling Highway, so the take up there is - I wouldn't be that positive that actually will have an impact in itself and often I'll be out there with a high vis vest just keeping an eye on things and trying to, you know, do the traffic.

Our after school management has meant that senior school and middle school finishes at 3.25, View Street is virtually empty at quarter to 4.00 and that used to extend past 4 o'clock in the afternoon, and that's just by saying to parents, "If you don't need to be here at 3.30 come at 10 to 4.00." The girls are safe, there's plenty of things for them to do and that has reduced the amount of people trying to come in because everyone wants to be there at 3.25. So there's probably not much more we can do in that regard but we're constantly looking at traffic measures and I do think something like that would make a difference but there's a lot - I mean, you can't just put in an underpass but I think you would have people on the other side of Stirling Highway not driving and they would take the opportunity.

CR MACRAE: You could have the traffic lights at McNeil.

MR KRONJA: Or something, yes.

MR McDOWALL: Some method of serving the pedestrians safely.

MR KRONJA: Yes.

MS BARTLE: Kent, have you got any questions?

MR McDOWALL: Yes, I am interested in the morning because what we hear is that the Stirling Highway in the morning can block from Napoleon Street all the way to virtually Bayview.

MS BARTLE: Queenslea Drive.

MR KRONJA: I - and both directions.

MR McDOWALL: Yes, so what is your morning procedure like?

MR KRONJA: Well, one thing actually I think I did mention is we actually run one of our buses as a shuttle from the Cottesloe station. So we're saying to parents - - -

MS BARTLE: Use the transport.

MR KRONJA: Don't have to catch the train, like, just drop your daughter off at the train station and we'll run - we've got a 35 seater bus. 35 or 40, can't remember. Anyway, fairly large bus and we run that up.

MR KRONJA: How successful is that?

MR KRONJA: It's pretty full. It's pretty good.

MS BARTLE: That's good.

MR KRONJA: We can still cram a few more on.

MR McDOWALL: When you say it's shuttle, what's that on? A 10 minute service or - - -

MR KRONJA: Well, it says one but we would do more. If demand went up, we would loop around.

MS BARTLE: I was just going to say, how long does it take for the bus to get to the school probably in the grid lock?

MR KRONJA: Depends. It's not so bad because they can sort of cut up the traffic and people let them in because they see the school - - -

MR McDOWALL: This is in the morning?

MR KRONJA: That's in the morning. The mornings for us - it's a little bit different to the afternoon in the sense that people will drop off over the course of an hour - so, 7.30 to 8.30 - because we have a before - well, it's not before school care but we open the library at 7.30 in the junior school and the senior school opens early as well but more for the younger kids, which means that the parents can drop and go to work, and try and beat that traffic, and they're safe in the library, and it's supervised and, you know, everything works pretty well there.

The senior school students are a bit more self sufficient so, you know, they're either sitting in the - you know, it doesn't matter so much, they can sit in the yard or go to the library and do - it's mainly the junior school which is for our student supervision. So that works well. I think the main thing is convincing more people not to drive into the school to do drop offs and looking at other ways to do that. Sorry, the other thing we also do is we run a private bus from Booragoon. Starts off at Garden City and comes around, so that's before and after school to deal with the sudden - some of the sudden - because it wasn't a direct route on Canning Highway through to the school.

CR MACRAE: Is that shared with the other schools in the area.

MR KRONJA: When we initiated the service we went to share it and we approached St Hilda's and Iona to do it, and they didn't want to jump on board at the time so we just ran it but we don't need them because it's full, so it's actually a problem if we went to share it because then there might not be enough space on it for our students who all have - you know? And there we're talking about one of the Transperth size busses, yes, that's quite full.

MS BARTLE: Yes, Transperth run a few school morning ones.

MR McDOWALL: Are you aware of - - -

MR KRONJA: But that's a private service that one, yes.

MR McDOWALL: Are you aware of the other schools along the highway, in particular talking about - do they run that same kind of things that PLCs, in fact, doing? Are they doing those kind of things?

MR KRONJA: I think - I stand to be corrected - I think MLC do something similar but I'm not sure and I'm not sure about the other schools. I know what Claremont Council, I think, has mentioned is talking about running some sort of a loop service which, you know, is - - -

MR McDOWALL: Again, a shuttle.

MR KRONJA: Some sort of a shuttle thing. There are quite a number of buses that come from the north. The north is actually quite well serviced as school routes directly in and I think a lot of the people who do live further out actually do utilise those services from what can see. I think it's actually more the people - anecdotal but, you know, Cottesloe, Swanbourne, you know, even Dalkeith. Even though there are services down Canning Highway.

MR McDOWALL: They tend to drove.

MR KRONJA: Peppermint Grove, even, dare I say.

MS BARTLE: Yes, we're not surprised, it's okay.

MR McDOWALL: It's certainly an issue we're trying to deal with, is the traffic volume created by a series of private schools, particularly in the double conflict between people going to work and people delivering students all at the same time.

MR KRONJA: You know, like, I think bus services and shuttles that come in are useful. We've looked at sharing with Scotch, the problem being - I say a problem - that in order to get either from Scotch to PLC at that time is just - even though they're a brother school and that's the natural - - -

MS BARTLE: A bit difficult, yes.

MR KRONJA: That's the natural thing to do, is tie in, is that it's just not - it takes you 15 minutes to get across, in which case that's not practical but, you know, from my point of view, like, sharing with - you know, from a practical point of view the sharing of those services is, you know, something I started doing seven years ago when I started off our Booragoon service and it just came down to - I don't know, just, to be honest, not being able to agree on the route which was pathetic but it's just the way it goes.

MS BARTLE: Unfortunately it's those little things that will often knock those good ideas out.

MR KRONJA: But that service is - as I've said, the one that we offer anyway is full. It is full to and from school.

MS BARTLE: That's good.

MR KRONJA: So what you're actually demonstrating is that people will use it if it's effectively offered?

MR KRONJA: Yes, and crazy as it sounds, you know, an actual service that starts in Cottesloe might actually get full.

MS BARTLE: Be - yes, very effective.

MR KRONJA: I've got nothing to back that up, I just - - -

MS BARTLE: The shuttle you're running - - -

MR McDOWALL: But you've got a feeling.

MR KRONJA: Yes.

MS BARTLE: The shuttle you're running in the morning from Cottesloe train station - do you do a similar thing in the afternoons.

MR KRONJA: No.

MS BARTLE: You can't, yes.

MR KRONJA: It would be good to do it, the only issue is that we can't necessarily guarantee the bus and the driver for the afternoon. So in the morning we just get one of our maintenance guys to do it. They start at, you know, 6.00 or 7.00 and I know someone's going to be there who could drive the bus and often you don't have your co-curricular before school. So we just sit there and we can quarantine the bus and say that the bus is there and there's a driver there. The afternoon, you've got a myriad of sport and things that are going on, plus - I mean, the poor maintenance guys, you can't expect them to stay beyond, you know?

CR MACRAE: Yes, they knock off at 3.00 or something?

MR KRONJA: Yes, I mean, they've started (indistinct)

MS BARTLE: (indistinct) staggering releases, too, if you've got siblings.

MR KRONJA: It's just problematic.

MS BARTLE: You can do proper shuttles, you'd have to have a number.

MR KRONJA: Yes. That's us running our own service. Obviously hiring in a service, it's expensive and it's where you want to share. Like, the Booragoon service will cost, you know, \$45,000, \$50,000 a year to run that service. We recover about 40 per cent through charging ticket prices and the ticket prices we charge are 2.50 one way. So, it's pretty expensive and that only recovers 40 per cent of the costs, so it's a big decision to put one on. It's a good one but it's a different proposition to run one of them than to say, "Okay, we'll run five services" because then you're - you know, to fully subsidise that for the people who's already paying high fees as it is.

MS BARTLE: Yes.

MR McDOWALL: Another question; how much growth in numbers have you had in the last decade or so?

MR KRONJA: The school has grown in numbers but just recently, you know, our Council has meant to look at, you know, its strategic plan and moving forward so, you know, it's not part of our strategic - you know, to grow the capacity.

MR McDOWALL: What are your current numbers, then?

MR KRONJA: 1,200, including from pre-kindy.

MR McDOWALL: And it would have been - - -

MR KRONJA: To 12.

MR McDOWALL: What? 800 10 years ago?

MR KRONJA: I wasn't there, I don't know. I'd have to come back to you on that one.

MR McDOWALL: That's all right.

MS BARTLE: I think most of them have grown quite a bit.

MR McDOWALL: Yes, it's that level of growth that we're interested in.

MR KRONJA: I mean, the thing for us just from a practical point of view is that, you know, we're a tight site, so if I just use an example of, say, Newman College or John XXIII, I know that they've got space. We don't have space and then, you know, there's height restrictions on the buildings you can do, and then there's plot ratios and site coverages, and things like that so, you know, there is no desire to raise the capacity but to do it is a practical issue just from a planning point of view anyway, just because of the site restrictive.

MS BARTLE: Anything else? No?

CR MACRAE: Thank you very much.

MS BARTLE: I'd say to you keep plugging away at the trafficking in the interim for Stirling Highway because I think, you know, you're approaching the right people. You know, Main Roads and local government, and things like that. The squeaky wheel does get oiled eventually. We've got a long way to go in this process. We've got days ahead of us of hearings over a number of weeks and then report writing, and - so it's probably around about the 12 month process before it goes to parliament and things. You will hear back and get a response to your submission but it will take some time.

MR KRONJA: That's okay, as I said, it was just one of those opportunities that came up to - - -

MS BARTLE: Absolutely, and you've got to take them when they arise.

MR KRONJA: - - - present.

MR McDOWALL: Well, you will.

MS BARTLE: So thank you very much for your time.

MR KRONJA: Terrific, thank you.

MS BARTLE: We appreciate you coming in.

MR KRONJA: No worries.

MS BARTLE: Thanks.

CR MACRAE: Thank you.

MR McDOWALL: Thank you.