

RAILWAYS, REALIGNMENT OF ROUTE INTO BRIGHTON

2418. Hon Jim Scott to the Parliamentary Secretary representing the Minister for Planning and Infrastructure

- (1) Has the Minister been contacted by the City of Wanneroo in regards to aligning future extensions of the metro rail line into the Brighton subdivision rather than remaining along the Freeway?
- (2) What are the advantages of realigning the rail route into Brighton?
- (3) Has the Government made a decision on this proposal?
- (4) If so, what is it?

Hon KEN TRAVERS replied:

- (1) The City of Wanneroo and the Department for Planning and Infrastructure have been working together on this matter for some time. In August 1996 an Enquiry-by-Design Workshop was undertaken in the North-West Corridor of Perth. One outcome of the workshop was a preference for future extensions of the Northern Suburbs rail line to leave the median of the proposed future alignment of the Mitchell Freeway at or near the site for the Butler Station and take a new route through the proposed suburbs of Butler and Brighton (later renamed Jindalee) to provide a more sustainable form of transit oriented development.

In August 2001, shortly after this government came into office, this possibility was pursued in more detail at the Butler-Brighton Charrette. The charrette recommended a rail alignment leaving the freeway median north of a "park and ride" station at Butler and adopting a new alignment approximately halfway between the future alignments of Marmion Avenue and the freeway. The new 'urban' rail alignment was then included in the District Structure Plan for Butler-Jindalee that was adopted by the City of Wanneroo in November 2002 and subsequently adopted, subject to modifications, by the Western Australian Planning Commission on 1st June 2004. The northern boundary of this structure plan is the future alignment of Romeo Road and the area north of Romeo Road is known as the Alkimos-Eglinton District.

The Department for Planning and Infrastructure, in collaboration with the City of Wanneroo, LandCorp and other agencies and landowners, is well advanced in the concept planning for Alkimos-Eglinton. This planning picks up the new rail route where it crosses Romeo Road and proposes a route based on the same transit oriented development principles applied at Butler-Jindalee. It is anticipated that the rail route through Butler-Jindalee and Alkimos-Eglinton will progress to an amendment to the Metropolitan Region Scheme in 2005. In the meantime subdivision is progressing with due regard to the future alignment.

- (2) The realigned rail route will be designed to current engineering and operating standards, and with appropriate measures to mitigate any environmental impacts. The new 'urban' route, allied with appropriate urban design, provides the opportunity for a greater diversity of housing and employment in close proximity to the railway stations leading to a greater number of rail patrons walking to the station and increased patronage on the rail system: a more sustainable outcome overall.
- (3)-(4) Planning issues such as this are managed by the Western Australian Planning Commission. The first point at which a ministerial decision is required occurs when an amendment to the Metropolitan Region Scheme is proposed to be advertised. For reasons explained in the fourth paragraph of answer 1 above, that point has not yet arrived.