

**Appendix 2  
Murdoch Activity centre  
Structure Plan Summary  
Report on Submissions  
(GHD 2007b)**





## Murdoch Activity Centre Structure Plan Summary Report on Submissions

The Minister for Planning and Infrastructure formally released the Draft Murdoch Activity Centre Structure Plan (MACSP) for public comment on August 30 2006. The public comment period was originally 8 weeks long, with a closing date of October 27 2006, which was subsequently extended by 2 weeks to November 10 2006.

Consultation was undertaken in the form of direct mail, media releases (print and visual), website information, Draft MACSP circulation to libraries/Council offices, and through several other channels.

There were 84 submissions received from local residents (36), students (14), community groups (8), State Government agencies (7), environment/conservation groups (6), health related organisations (4), local government (3), unknown (3), local businesses (2) and university (1). The following is a summary report on the submissions received.

### Key Themes

The submissions received during the public comment period centred around a number of key themes as follows:

- ▶ Environmental concerns – clearing, loss of flora and fauna, wetlands and bushland;
- ▶ Need to develop appropriate environmental management plans and strategies;
- ▶ Traffic concerns – increases, expansion of roads, modelling assumptions;
- ▶ Need for traffic calming;
- ▶ Sufficiency of parking, including park and ride;
- ▶ The future of Farrington Rd capacity;
- ▶ Concerns about Roe 7/8;
- ▶ Traffic noise mitigation;
- ▶ Opposition to the Envall Way overpass;
- ▶ Safe pedestrian access; and
- ▶ Perceived lack of appropriate consultation.

The key themes identified will be responded to in three ways.

**Recommendations for Key Actions** will be made where immediate changes to the Draft MACSP are to be undertaken prior to final endorsement of the plan;

**Partnership** opportunities will be identified that respond to submission concerns and comments; and

**Statements** will be made to identify where current and ongoing actions are being undertaken to respond to submissions.



## **Recommendations for Key Actions**

- ▶ Amend the structure plan text to identify that the Envall Way overpass is a pedestrian access only if the residents of Leeming and the City of Melville were to identify a strong pedestrian demand that could justify consideration of this link from a cost-benefit, safety and/or amenity perspective. Amendments to Section 9.4 and/or 9.8.
- ▶ Amend structure plan text to more clearly identify that park and ride parking will be included in the MACSP area as part of an overall parking management plan.
- ▶ Ensure language is consistent. I.e. square metres not hectares. Amend text accordingly.
- ▶ Amend text as per Landcorp submission and subsequent consultation.
- ▶ Recognise the City of Melville Transport Strategy and the South West Groups Integrated Transport Strategy in the existing statutory planning considerations section. Amend text accordingly.
- ▶ The municipal boundaries between City of Melville and City of Cockburn are advised to be incorrect. Determine the correct boundary in discussion with the City of Melville, the City of Cockburn and the Department for Planning and Infrastructure and adjust the municipal boundaries identified in the MACSP accordingly.
- ▶ Water Corporation suggests incorporating text in MACSP document in section 3.2, 5.7 and 8.1. Amend MACSP text accordingly.
- ▶ Amend MACSP to reflect DET Masterplan, particularly identify that Road segment C is to be developed in later works stages (Stage 3). Road segment C and a portion of DoH land currently intervenes between TAFE and the artificial wetland – identify that the DoH land is to be retained for TAFE access in the short to medium term with long term use for DoH purposes. Amend Structure Plan Section 9.3.
- ▶ Consider land for an ambulance facility adjacent to or within the MACSP area. Potential location adjacent to the FESA and WA Police sites. Amend Structure Plan accordingly.
- ▶ The report submitted by the Beeliam Conservation & Heritage Council Vice-Chairperson be forwarded to the City's of Melville and Cockburn.



## Partnerships

- ▶ The Department of Environment and Conservation (DEC) recently released management plans for the Beelihar Wetlands chain. Consider alignment with DEC for wetland management (DoH, DPI).
- ▶ Consider opportunity to establish a partnership with the City of Melville and Cockburn to implement traffic calming alongside MACSP road works to create economies of scale (DoH, DPI).
- ▶ DoH and DPI to develop a statement of intention for modal split and develop a management plan and set of indicators to ensure the intention is achieved and/or attempted.
- ▶ Consider the comments of the Wetland Conservation Society in future landscaping and reserve management programs/works. The Wetland Conservation Society offers the potential to provide valuable contribution in specialised detailed landscape design to minimise impact of infrastructure on flora and fauna. Consider using this resource in detailed future planning and landscaping implementation
- ▶ Opportunities exist to establish partnerships between DoH, DPI, TAFE and Murdoch Uni to implement a combined quenda and plant (where suitable) relocation project.
- ▶ Set up a planning and negotiating framework between DPI, City of Melville and City of Cockburn to calibrate traffic modelling parameters acceptable to both municipalities. Undertake studies where required.



## **Statements**

### **Environmental submissions**

A significant number of submissions were received that identified concerns regarding the environment of the MACSP area. [Attachment A](#) responds to these concerns.

### **Stakeholder Agreements**

A detailed planning and negotiating framework will be set up between DoH and DPI and the relevant land tenure stakeholders (TAFE, Cockburn, Melville, St John of God Hospital etc) to methodically progress issues raised and develop agreements between the parties.

### **Submissions regarding the Envall Way linkage:**

The Envall Way linkage identified within the plan has been re-assessed in light of comments received. This link is not required for ambulances. Ambulance access from the east to the hospitals will be quicker and safer via South Street or Farrington Road. This link would only be provided if the residents of Leeming and the City of Melville were to identify a strong pedestrian demand that could justify consideration of this link from a cost-benefit, safety and/or amenity perspective. The MACSP will be amended accordingly at Section 9.4 and/or 9.8.

### **Roe 7/8 concerns**

A significant number of submissions were received that identified concerns regarding the future of Roe 7/8. [Attachment B](#) is a statement prepared by the Minister for Planning and Infrastructure that responds to this concern.

### **Traffic Concerns (general):**

A significant number of submissions were received that identified concerns regarding traffic, movement and access. [Attachment C](#) responds to many of these concerns.

It should be noted that detailed road planning is underway and will continue to occur to ensure the most efficient transport systems are in place for the MACSP area and surrounding suburbs. This planning will include further traffic modelling, safety assessments, and planning in accordance with the Australian Standards and best practice.

### **Future Detailed Planning**

A significant number of submissions identified issues that will, by their nature, be subject to future detailed planning. These issues are generally fine-tuning of the MACSP or are specific to particular locations within the MACSP and can only be resolved subject to more consultation with affected parties. These issues are identified in the detailed report on critical issues as being subject to future detailed planning.



Appendix A  
**Environmental Statement**



## Environmental Statement

A significant proportion of responses received from individuals, groups, government and service stakeholders identified concern over the impact that the MACSP will have on the existing environment. Submissions raised concerns over the loss of flora, fauna, bushland and wetlands, as well as the loss of linkages between ecosystems. The Department of Health (DoH) and the Department for Planning and Infrastructure (DPI) recognise this concern, whilst at the same time noting that the site was set aside for Public Purpose (Hospital) in 1968 and the large segments not developed have been left as such for the purpose of this hospital.

A structure plan is prepared to provide an urban planning framework for large parcels of land, to guide future, more detailed planning. Developing a structure plan involves assessment and research to ensure that site constraints are not ignored, such as threatened ecological communities, major planned roads etc. The structure planning process thus far has included full flora and fauna assessments – reports that were included with the advertised MACSP. These reports identified significant areas that are considered appropriate for conservation, as reflected in the MACSP. No threatened, declared rare or rare species were identified, and surveys were undertaken in consultation with CALM. Previous surveys completed by Challenger TAFE have also not identified any threatened, declared rare or rare species.

The fauna and flora and vegetation works undertaken in the structure planning phase assessed the impact to the environment wholly within the super block (bounded by South Street, Farrington Road, Murdoch Drive and the Freeway). As such, more detailed investigation of the environmental impacts of proposed works *outside* of the super block may be required. It should be noted that the endorsement of the structure plan is by no means an approval to develop the land or construct roads without further environmental assessment and planning control.

The DoH and DPI will conduct the appropriate environmental impact assessments at the appropriate time. In this regard, it should be advised that Western Australian planning legislation requires that all applications for subdivision of land, or amendment of Metropolitan Region or Town Planning Schemes, are required to be referred to the Environmental Protection Authority (EPA).

The relevant legislation is the Planning and Development Act 2005, the Environmental Protection Act 1986 and the Town Planning Regulations 1967. These titles can all be found on the State Law Publisher website - <http://www.slp.wa.gov.au/index.html>.

Ongoing development of the site in accordance with the draft MACSP will require both a subdivision and scheme amendment process to be undertaken, hence **it is guaranteed that the EPA will have the opportunity to determine the impacts of the proposal**. Furthermore, the draft MACSP recommends the preparation of environmental management plans in Section 10.9 and 10.10.

In addition to the assessment by the EPA, which will include an environmental impact assessment, the DoH and the DPI are making the following commitments:

- ▶ Future studies including management plans for the conservation areas and public realm design guidelines will be undertaken;
- ▶ Major sites will be required to include landscape plans in development proposals;
- ▶ Future landscape planning will use native species where possible;
- ▶ Appropriate fauna relocation will occur prior to clearing; and
- ▶ Native seed collection will occur prior to clearing.



Further information regarding environmental impact assessment can be found at the Environmental Protection Authority website - <http://www.epa.wa.gov.au/>.



Appendix B  
Roe 7/8 Statement



Appendix C  
**Traffic Statement**



## **Traffic Statement**

The proposed new development will dramatically increase the number of people travelling to and from the area every day. While many of these people will use public transport, there will be a significant increase in car trips.

As a result, a comprehensive transport planning process was undertaken for the Draft Murdoch Activity Centre Structure Plan, which involved:

- ▶ The compilation of base data, including travel surveys;
- ▶ The development of transport options to service future land activities;
- ▶ Estimates of future transport demand;
- ▶ Modelling of peak hour traffic movements for each transport option;
- ▶ Sustainability assessment of each of the transport options;
- ▶ Development of road networks to service both the long term demand and the short-term demand (i.e. Fiona Stanley Hospital Stage 1); and
- ▶ The development and costing of concept designs.

The resulting regional and district road upgrades required to accommodate the increased level of traffic include a new southern access to the Kwinana Freeway, a change to the access arrangements at the South Street/Kwinana Freeway interchange, modifications to the Farrington Road northbound on-ramp and bridge, plus intersection upgrades along South Street and Murdoch Drive.

### **Southern Freeway connection**

A new southern access to the Kwinana Freeway is needed to provide access to the new Fiona Stanley Hospital and the existing St John of God Hospital for people living to the south of Murdoch. Neither the existing Kwinana Freeway interchange at South Street, nor the intersection of South Street and Murdoch Drive, have the capacity to accommodate the additional traffic that will be attracted to the Murdoch Activity Centre if a new southern Kwinana Freeway connection is not provided.

Three access options were analysed, with Option 2A – which was a modified version of Option 2 – considered the most appropriate option. In Option 2A, the link road was relocated further west to align with Baker Court to reduce the loss of visual amenity for residences facing the Spanish Club, reduce the noise impacts for residents on the eastern side of Murdoch Chase, and reduce the impact of the alignment on the nearby golf driving range.

Further detailed transport/traffic studies will be needed to determine the form and level of access for existing properties fronting Baker Court.

The proposed extension of Murdoch Drive on the Baker Court alignment to provide the new southern access to the Kwinana Freeway does not provide a connection to the Roe Highway.

### **Recommended widening of Farrington Road Bridge**

The proposed widening of Farrington Road Bridge will provide the required capacity to accommodate a new signalised intersection on the western side of the bridge to provide access to the Murdoch Activity



Centre. The number of traffic lanes on Farrington Road, either side of the bridge, will remain unchanged. These works are unlikely to be undertaken before 2015.

### **Public transport connections**

A high percentage of employees, residents and students travelling to and from the Murdoch Activity Centre will use public transport. In the peak periods, Transperth plan to operate a bus every two minutes along Main Street, with a bus every five minutes during non-peak times. These buses will connect with trains at the South Street bus-rail interchange and provide access to the entire Transperth system.

### **FREQUENTLY ASKED QUESTIONS**

*Is the Southern Freeway connection linking to Murdoch Drive a “defacto’ Roe Highway Stage 8?*

The proposed extension of Murdoch Drive to provide the new southern access to the Kwinana Freeway does not provide a connection to the Roe Highway.

*Will the Murdoch Drive connection result in an increase in the freight/heavy vehicles?*

Freight vehicles from Kwinana Freeway to South Street are unlikely to divert via the new Southern Freeway connection and Murdoch Drive because the journey via the South Street interchange will be quicker. Murdoch Drive will have two new signalised intersections (one linked to the new main street and one providing access to the Fiona Stanley Hospital), plus two roundabouts (one at Farrington Road and one at Murdoch University/TAFE). These traffic management features will make this road unattractive as a through route, particularly for trucks.

*Will the Southern Freeway connection linking to Murdoch Drive be built in one stage?*

The transport plan recommends that the northbound link from Kwinana Freeway to Murdoch Drive is constructed prior to the opening of Stage 1 of the Fiona Stanley Hospital (600 beds). The full southbound connection to Kwinana Freeway will not be required for Stage 1 because the South Street interchange can provide adequate capacity for the peak evening traffic volumes leaving the hospital. However, a section of the southbound connection will need to be constructed to provide access to existing properties along Baker Court. It is currently anticipated that the full southbound connection would be constructed in Stage 2 as activity intensifies, resulting in higher southbound traffic volumes.

*Why not provide one off ramp directly into the Murdoch Activity Centre site rather than one south of Farrington Road and another at South Street?*

The existing interchanges at Farrington Road and South Street are too close to safely provide an additional on- or off-ramp directly from the Freeway to the Murdoch Activity Centre.