

Design Workshop Three – Bibra Drive to North Lake Road

Raw Comments



Location/Area of interest	Reasons For My Concern	Suggestions
- Wetland (Roe Swamp) - MRS - Noise - Cockatoo habitat?	Where does it go? What to do with left over? Moving the NC and Roe intersections South to avoid noise impacts on reaching houses.	
Where road should go?	- Power cables (Question 2) underground. - 4 lanes are a concern?	- May <u>need</u> more later 6 lanes! Why not build 6 lanes! - Keep Progress Drive open. - No Bridge - Arches around sensitive areas to reduce footprint.
Cockburn Wetland.	- A general concern was raised by one member that not enough information was provided on vegetation types and hydrology to make a decision on geometry. - General support for the Cockburn Wetland Centre and Support Services. - Generally group accepted that surrounding local Road network would be adequate if Hope Road was disconnected.	- But it could be relocated to a new spot to allow Hope Road to be removed altogether.
North Lake Road Interchange.		- Move Roe South away from houses. - Increase buffer zone for area.
	- What are the significances of the site for Indigenous people? - What has been identified? - How will the Roe interact with cultural significance/important areas.	- Extend raised surfaces/bridge areas to lessen footprint.
Drainage and Stormwater Management	- No contour maps?	- For information! - Manage Plan on Stormwater and Drainage. - Extend Drainage Basin along Hope Road for visual and recreation purposes.
Environmental Enhancement Retain character of Bibra, Progress and Hope House Paddock Swamp		- Diversity of vegetation - Start now - Extending Bridge for eco link or culvert larger on series of small underpass - Bridge Horse Shoe - Early re-veg - Implementation of (Regional Park) Management Plans - Work with DEC - Weed Control - Lighting options - Enhancing water quality
Construction Footprint		- Fragile nature - must make a 'good' job of it. - Bridge Progress to Bibra across wetlands (assuming funding available and sustainable). - Utilise innovative construction techniques construction footprint =- road footprint and % down construction. - PSP on Hope Road. - No breakdown lanes on lakes section.
Construction Footprint		1. Multi level Bridge across wetlands: - One carriageway per level - Allow for lightrail, public tyransport corridor 2. North lake diamond: Close ramps up to and next to main carriageways: - Less footprint - Reduced noise impacts 3. Consider Tunnel between Bibra Drive and Progress Drive. 4. Consider Bridge across wetlands.
New Topic Session 1: What will happen in the future to Hope Road?	No attendees.	

<p>New Topic Session 2: What will happen in the future to Hope Road?</p>	<p>.City of Cockburn Engineer - Alternative 1: - retain as a local connector road - maintain connectivity. - But not concerned if an engineer. - Could relocate Wetland Centre and relocate with an Aboriginal Interpretive Centre. - Could relocate Hope South of Roe and reconnect Roe Swamp. - More formal trails through natural areas on North side of Hope Road.</p>
<p>New Topic Session 3: What will happen in the future to Hope Road?</p>	<p>. Walking around the Lake close to Roe between Horse Shoe Paddock and Bibra Lake will have significant noise impact, particularly on a nicer quiet morning. All the trucks would be on the road at this time. Also, the air pollution and smell would be bad from the diesel and tyres.</p>
	<p>. Montsoni will be affected in a similar way as above.. 'Good design' for structures so that it fits sensitively into surrounds visually.. Keep road as low as possible to enable as much planking as close as possible to it while ensuring whatever needs to pass under it can do. (water, fauna, recreation, management).</p>
<p>New Topic Session 2: What will happen in the future to Hope Road?</p>	<p>. Downgrade Hope Road and remove fences. . General support for elevated structure - less footprint but still concerned about 20m spans. Opportunity to "green the walls" of the 'retained option'. . Bridge could still shade the wetlands underneath. But some studies have shown some animals benefit from disturbed areas (DEC Rep) - May be able to provide habitat. . DEC Management Plan - 'protect the values' - With regents to noise - some maybe direct on fauna (frequencies to bird calls).</p>
<p>First of 3 Sessions:</p>	<p>- 2 retirees with no vested interest apart from Son who works with DEC and thought the Road was going to go through the Wetland Centre. - 1 Rep from Murdoch. - Mark from DEC. - Mary Gray - good understanding stratigraphy, water and vegetation. Previously worked as an area related to</p>
<p>Road Footprint</p>	<p>Move Native Ark to Bibra Drive. Remove all of Hope Road West of Bibra Drive - provides connectivity.</p>
<p>Alignment</p>	<ol style="list-style-type: none"> 1. Bridge over Horse Paddock Swamp 2. Restore Horse Paddock Swamp 3. Noise impacts 4. Minimise Footprint - Culverts for fauna connectivity between Roe Swamp and Horse Paddock Swamp. 5. Pull alignment under power lines 6. Cockatoos why don't we start planting new trees (Marris)? 7. Manage remainder of Road Reserve for Parks and Recreation. 8. Can't comment 9. Drainage sumps - don't clear 10. High voltage - put underground + rehab if moving services
<p>Horizontal Alignment</p>	<ul style="list-style-type: none"> - Keep bridge as low - Retain surface water flows - Culverts to allow water and fauna - Cycle path from Freeway along Roe - With boardwalk - Formalise tracks. Improve network - Need 2 orders of Pathway - Make feature cut of East drainage sump - Put money into revegetation not artwork
<p>No reason to block Progress Drive</p>	<p>Connection from Cordelai Avenue to Bibra School difficult. Less convenient. . Keep Progress Drive open - Important . Hope Road closure is okay . Construction noise - Protection in first.</p>
<p>Why can't we use Hope Road - Restrictions on type of structure</p>	

Question #2	1) How high should bridge be?2) Move bridging - flora, fauna3) Linkage4) Safety5) Extended bridge6) Elevated structures7) Improve paths8) SW quality facilities - natural - bio retention
Question #2: What does it look like?	. Structures need to be elevated. . Build underpasses in areas where water collects on footpaths for pedestrians. . Are there processes in place for containage spillages? . Are there processes in place for fire (bush fires)? Safety consideration.
Question #3: What does it connect to?	. Recreation Centre Cockburn Wetlands <u>not marked</u> on map. . Establish loops for walk trails. Put in an Aboriginal Institution Education Centre in the Wetlands area.
North Lake Road to Bibra Drive See Sketch	<p>What will happen to the Road Reserve allocated at present on MRS?? Will? How? Will the Road Reserve be changed?? I am concerned.</p> <p>I am concerned that the Easter end is going through high value bushland North of Roe Swamp.</p> <p>I am concerned about the noise impact on the residents in the area between North Lake Road and Cordelia Avenue.</p> <p>Archaeological Site may be badly affected - and the whole ethnographic mythological site. We need indigenous input into the plans: What has been done as far as studies in this area? What indigenous input has been taken into consideration?</p>
North Lake Road to Bibra Drive	<p>Take advantage of existing clearing and wetlands for alignment.</p> <p>Reused road (Bridge) over wetland areas to allow uninterrupted ecological corridors. Revegetate under raised portions.</p> <p>Minimise batter slopes in areas where road isn't raised.</p> <p>Fauna under passes in areas where road is not raised/bridges.</p> <p>Cul-de-sac on Hope Road may lead to anti-social behaviour.</p> <p>There needs to be a maintenance program for bushland left in Road Reserves.</p>
North Lake Road to Bibra Drive	<p>Vertical / Horizontal:</p> <ul style="list-style-type: none"> - Consideration of alignment and vegetation condition road alignment should be located in poorest quality bushland. - Batter to Wetlands. - Change to MRS to amend Road Reserve. Unused Road Reserve to be re-zoned as conservation and vested into Beeliar Road Park.
The Mid-west section of the map; The proposed Northern Road connecting the development and North Lake Road.	<p>The Northern Road can be quite easily moved South, so that there is still minimum impact upon the vegetation, and decreased road noise.</p> <p>Vertical movement of the connecting road.</p>

<p>North Lake Road to Bibra Drive See Sketch</p>		<p>Series of three 10 metre Arches at three locations (A, B, and C).</p> <p>1) Roe Swamp 2) Farrington Road 3) Hope Road Termination</p> <p>To provide hydraulic, flora and fauna connectivity.</p>
<p>North Lake Road to Bibra Drive</p>		<ul style="list-style-type: none"> . Align more with the HV power lines and provide offset by undergrounding them over a section. . 60,000 vehicles per day warrants 6 lanes. Earthworks should be completed for 6 lanes and 4 lanes provided now. . Roe Swamp section should be low level bridge. . Section Roe Swamp to Ibis Swamp should be embanked with series of fauna underpasses. . Progress Drive connected through, however be aware of the noise issue to residents, with Roe Highway coming through above grade.
<p>North Lake Road to Bibra Drive See Sketch</p>		<p>Make the most of the opportunity to create linkages between the ecologically significant areas in the project area and other ecologically significant areas to maximise ecological activity.* Use offsets to improve the surrounding environment.</p>
<p>North Lake Road to Bibra Drive</p>	<p>Environmental</p>	<p>Extend bridge in Roe Swamp??</p>
<p>North Lake Road to Bibra Drive</p>		<p>Birds: Environment issue and fauna equally important. Noise for people.</p>
<p>Questions not yet answered: 1) How does this highway improve access to the Murdoch Activity Centre? 2) How does this highway reduce traffic flow on Leach Street (particularly between Stock Road and Stirling Highway?)</p>	<p>People need to be able to walk or cycle from SW quadrant to the lakes area. Construction of the highway should be conditional upon:</p> <ul style="list-style-type: none"> . Remediation of existing contaminated sites . Rehabilitation of degraded areas . Restoration of Wetlands. 	<p>What will be the impact of Road Lighting?</p> <p>How about incorporating an option of light rail. If the idea is so that the road could take 6 lanes in the future. Why not look forward and include light rail??</p> <p>How about a multi-level bridge - put 2 levels for vehicles, raised above the ground.</p> <p>The connectivity between the lakes needs to be maintained - even improved.</p> <p>Progress Drive and Bibra Drive should not be connected - keep it as a small road. Hope Road should be downgraded - even resumed and revegetated.</p> <p>There are going to be problems for access at the intersection of North Lake Road and the highway.</p> <p>Need lots of pedestrian / cycle ways within the Reserve.</p>
<p>North Lake Road to Bibra Drive</p>		<ul style="list-style-type: none"> - Underground Tunnel, avoiding the water table, certainly expensive, but I am currently unaware of the money allocated, but will certainly be important. - Pedestrian movement, bicycle access - it would be optional, to have bridges over this site, as this is made simpler for pathways and areas available to do art of some form , to make it a more attractive area. Keeping the area open is more important than closing it up, because areas that are closed are more likely to attract vandalism and wrongful behaviour. - Possibility: Covering the bridge, and making it into a raised tunnel, which will reduce noise.
<p>What will it look like? Bridging the sensitive areas - split the section. Bridge the whole area.</p>	<ul style="list-style-type: none"> . Allowing shadow impact to lesson . Lets fauna more naturally . Allow pedestrian access in ways that have least impact - people can walk, cycle etc . Indigenous sites can be part of an interpretive trail . More people who use area passively become "the eyes and ears" for security. 	<ul style="list-style-type: none"> . Builds social capital as people interact and build a sense of community. Spill lakes - containment control - bio-retention basis?

<p>North Lake Road to Bibra Drive</p>	<p>Raising the highway may be impacted by the high voltage power lines - this needs to be addressed.</p>	<p>What does it look like?</p> <p>These two areas need bridges over them - LONGER bridges, high enough so that birds and animals are comfortable passing underneath. Definatly.</p> <p>The highway should be split in the raised area so that light and rain can get to the ground in between the two directions of the highway.</p> <p>What about a tunnel through this area? Would need to manage the water.</p> <p>What are the plans for water drainage? Storm water management needs to be kind to habitiat e.g. bio-retention basins and vegetated. If one is used. Infact - this whole section should be a raised highway. The road used for construction work of the bridge needs to be removed and revegetated with appropriate plant specieis. Otherwise the "hand over" method could be used for <u>less</u> environmental impact.</p> <p>I <u>do not</u> like the idea of the highway being in a cutting in the central section.</p> <p>Who will own and be responsible for maintenance of storm water basins? Main Roads? Cockburn City?</p> <p>Who will be responsible for maintenance of vegetation?</p>
<p>North Lake Road to Bibra Drive</p>		<p>With the construction of noise walls and other structures along the extension it would be really good to ensure that we make sure that it looks good. i.e. No more concrete walls painted in shades of grey or large limestone walls with no variation in the design. We should look to Victoria and Queensland for examples of how it can be done better.</p>
<p>North Lake Road to Bibra Drive</p>		<p>. Hope Road realigned to the South at Bibra Drive to incorporate the Old Road Reserve as an offset into Roe Swamp and extend Swamp to South.</p>
<p>North Lake Road to Bibra Drive</p>		<p>Crash Barrier and containment for major B Double Oil/Petrol spillages - must not be allowed to leach into groundwater.</p> <p>Fire Hazard and exposure needs consideration.</p> <p>Road width - must plan for a minimum of 3 lanes each way.</p> <p>Consider 2 x 30m spare over critical wetlands area to minimize footprint (and cost).</p>
<p>If building underpass for pedestrians.</p>	<p>Flooding of underpass when raining.</p>	<p>Have proper drainage system for underpass build.</p>
<p>North Lake Road to Bibra Drive See Sketch</p>		<p>Extend bridge sections, how will manage 4 lanes into expansion to 6 lanes?</p> <p>Road on bridges allowing maximum ecological linkages between North Lake and Bibra. Reduces need for fuana underpasses which are in tested studies of impact on flyover (birds) - height constraints.</p> <p>Cycle ways / paths can extend under bridge, must have path connection from North Lake Road to Progress Drive.</p> <p>Drainage sumps / stormwater management - should be bioretention basin and gross pollutant traps - maintenance of these by Main Roads or Local Government.</p> <p>Must have revegetation commitment to rehabilitate under bridge / structures. Should be using local native species - completion targets should be set and adhered to.</p> <p>Position of power lines in relation to higher structures such as bridges.</p> <p>Acid sulphate soils mitigation - how will this be managed?</p> <p>Lighting - need to safely manage impact of lights on this -</p>

		lights should be minimised due to impacts on fauna.
North Lake Road to Bibra Drive		<p>Bridges over wetland areas and between North Lake and Bibra Lake. Minimise batters. Take advantage of existing clearing. Re-vegetate under bridges to enhance ecological connectivity. Minimise lighting adjacent to bushland areas. Fauna underpasses in areas where bridges are not constructed. Hope Road between Bibra and North Lake closed to become cycle / pedestrian path or removed and existing parks upgraded. If bridges proposed, will overhead high voltage wires need to be used or can they be placed into road design? High voltage power lines should not be seen as a constraint as they <u>can</u> be raised/relocated, incorporated into road construction. Stormwater treatment, should include culvert stripping basins and CPT's. Maintenance of MRD areas - confirmation that this should occur.</p>
North Lake Road to Bibra Drive		<ul style="list-style-type: none"> . Marked walking trails (addiitonal) at set distances. . Utilize North Lake for more trails. . Incorporate walk through trails under highway.
North Lake Road to Bibra Drive		<p>Offset Marri / Banksia and Native Pines new plantation ASAP (before 2011) for food stock of Black Cockatoos.</p> <p>Ensure that we not only rehabilitate destroyed area by ?????? on poor quality area.</p>
North Lake Road to Bibra Drive		Aboriginal Interpretive Centre adjacent to Cockburn Wetland Centre for performance and display of local artefacts.
Progress Drive	Amenity and Fumes - Residential. Bridge is possibility but can the road be dropped and the side bunds be vegetated with trees to absorb sound, fumes and pollution - view of greenery and smaller "local road" overway along Progress Drive.	Before Hope Road is eliminated - origin destination study for people in Bibra Lake.
North Lake Road to Bibra Drive		<ol style="list-style-type: none"> 1) The bridge at Roe Swamp appears critical to its long term survival why not then "bridge" the area of Horse Paddock Swamp that will enable restoration of this wetland? Re-habilitate HPS. 2) Enviro - connectivity to roadway between Roe Swamp and Horse Paddock Swamp. 3) Any portion of the existing Road Reserve be retained for conservation purposes and future batter to the Freeway. 4) Establish more Cockatoo nesting trees NOW!
North Lake Road to Bibra Drive		<p>Plant suitable trees/habitat for the Carnaby Cockatoo, as soon as possible to grow large enough for new inhabitants.</p> <p>Much prefer vegetation over art on Highway. Art encourages</p>

		graffiti.
Progress Drive to Roe Swamp	Visually area is impaired by existing power line structure.	Opportunity should be taken to provide ducts on new road alignment to allow power to be underground.
North Lake Road to Bibra Drive		<p>Future 6 lanes or is 4 lanes and light a better option.</p> <p>Retain character of Progress, Hope and Bibra Drive by not having connectivity to Roe 8.</p> <p>Bike and pedestrian access needs to be considered.</p> <p>Not necessary to have connection to North Lake Road. Stock Road is adequate.</p>
North Lake Road to Bibra Drive		<p>Multiple level bridge - possibly incorporating light rail. This will reduce the width of the bridge, and subsequently reduce drainage of ecologically sensitive areas.</p> <p>With light rail, it may be viable to build a passenger station in the area.</p>
<p>A) Entire route B) Progress Drive C) Cycle Paths D) Bibra Lake to Wetlands E) Lakes</p>	<p>A) Visual impact and noise B) Visual impact and noise C) Linkage with existing paths D) Access for Bibra Lake residents to West side recreation areas Hope Road (before cul-de-sac) E) Contamination</p>	<p>A) Lower road or surround road in embankments/barriers with vegetation to improve mitigation. A) eliminate visual and noise impact with bunding to trees (as above). A) Make noise walls against residential homes - property boundaries.</p> <p>B) Keep Roe bridge over Progress at level of current topography. therefore, lower Progress. B) Bridge Progress over Roe to reduce size and make visual mitigation more effective. B) Vegetation on bridge edges in pot-plant type abutments.</p> <p>C) Maintain linkage with existing cycle paths. C) Maintain connectivity between residential areas. C) All bridged areas have shared use paths on both sides.</p> <p>D) Origin and destination study to determine value for people living in Bibra Lake.</p> <p>E) Sample for contaminants from waste and PCBs.</p>
Leach/High Roads use/access/impact	<p>It's time for the "Say NO to ROE" lobby group recognised the impact that traffic movements is having on Leach/High Road. I don't hear any of these "environmentalists" considering the Leach/High Roads environment - or for that matter saying "NO" to destruction of the natural environment for them to build their house or shopping centre or infrastructure which is required to meet their needs/wants in a residential sense. There has to be balance between Built - Natural environments!</p> <p>Go Roe to overcome Leach/High Road congestion, pollution and traffic impact in all its facets!</p>	<p>I feel relatively "safe" in the final design feature which will eventuate from all the considerations and organisations etc., - to provide an acceptable solution and outcome in the final 'Roe Highway' extension.</p>

<p>North Lake Road to Bibra Drive</p>	<p>- The local Wetlands should be preserved for everyone to enjoy for all time.- Spend the money on much more needed things like preserving the environment <u>NOT</u> destroying what is good and what is home for all the fauna and animals.</p>	<p>- Spend the 1/2 Billion \$'s on better things, other than destroying things.- Build a better rail system for shipping container movements, not Freeways through Wetland destroying everything.- Boost the penalty for environmental vandalism - we don't want environmental disasters like the Gulf of Mexico is experiencing NOW as this is an accident waiting to happen. And those who go against the wishes of the <u>local people</u> should be jailed and fined for the cost of doing these outrageous designs called Roe 8 stage.- I am very concerned at the way this Government has not listened to the peoples wishes of not wanting this project to go ahead - Heang your head in shame, shame, shame, shame.Victoria and Brian Stanley - Rate Payers of Shearwood WA 6163</p>
<p>Mase Field Road / North Lake</p>	<p>Children's Primary School My Home Wild Life</p>	<p>NO Roe 8.</p>
<p>North Lake Road to Bibra Drive</p>	<p>Noise</p>	<p>Further consideration is required in regard to prevailing winds and noise the potential effects on residents, park users and bio-diversity.</p> <p>In addition various suites of bird specieis (parrenials / non-parrenials) may be affected by various noise frequencies. Some research / discussion is required on this.</p>
<p>North Lake Road to Bibra Drive</p>	<p>NO Roe Highway Option.</p>	
<p>Follow Hope Road - use pylons over Roe Swamp</p>	<p>Road appearance: 1) Agree with noise barrier between North Lake and Road.</p> <p>Better to have all development on periphency of area than to have a huge road through the middle.</p>	<p>- Why not put in a 6 lane Highway - 4 lanes will be too small - there will be traffic jams getting into and out of Roe.</p> <p>Use large Arch Culverts over North end of Bibra Lake and over Roe Swamp.</p> <p><u>Bridge</u> Open arch bridge over top/Bibra Lake Northern needs of low bridge.</p> <p><u>Progress Drive Conductivity - See Sketch</u> Progress Drive tunnel under Roe 8.</p> <p>North Lake - want exisiting limestone tracks retained. Bibra Lake - need bitumen road to stay around the Lake.</p> <p>Power line to be moved to middle of Roe 8. Road end cul-de-sac to Wetlands Centre.</p>
<p>North Lake Road to Bibra Drive</p>		<p>- If a bridge is constructed (and that is my preferred method) it is ESSENTIAL that construction methods are considered and they themselves don't have a negative impact on the Wetlands. Hence a counter-leaver approach is probably the only option. However, I am concerned that the State will shy away from the costs associated with this. If they can't afford a method that best protects the Wetlands I would like to think that the verdict would be they can't afford the project.</p> <p>- Need to analyse the impact the pylons will have on underground landform and waterways.</p> <p>- Need to address concerns/make public all environmental studies in their complete form. I am also concerned about the constrained timeframes for data collection and the impact this will have on recoomendations. I would prefer baseline data be collected in a complete and comprehensive manner allowing proper/robust recommnedations (whatever they be) rather than rushing just to meet a political timeframe.</p> <p>- The project budget and scope needs to incorporate all the "little" flow on requirements and associated expenses. Not just Wetland rehabilitation but also "making good" other aspects i.e. perhaps we can remove Hope Road, as this gets rid of another obstruction within the Wetlands yet that will mean relocating the Wetland Centre closer to Bibra Drive. This needs to be handled by the main project rather than being left for Local Government Grant Funds and Community Groups to resolve.</p>

<p>North Lake Road to Bibra Drive</p>	<p>1) Alignment of RoeRelocate alignment from Eastern end to that of Hope Road. The Hope Road Reserve could be used as a construction access with the new Freeway extension built either on Hope Road alignment or offset to the least environmentally semi side. Where Hope Road turns to the North (i.e. approx within middle of the site plan the Roe Extension can then be elevated either by a bridge or large Arch Culverts. This would limit the disturbance of the environmental lands to a minimum.2) VisualThe design of any structure to support the road across the area between North Lake and Bibra Lake should be a low structure such as the large culverts suggested above which softens the impact of the obstruction by the Lakes. East of the Lakes.3) Progress Drive Cross Over? or under Roe?Answer - Lower Progress Drive and dual use path under as this would allow height of Roe across Bibra Lake to be limited to 5 - 6m maximum.North Lake Road connection to Roe is desirable as it is access from Cordelia Avenue onto North Lake Road.Hope Road Aligment for Roe offers impact etc., discussed in detail on Table 10. Ref to Notes.</p>		
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<p>The Roe Freeway North Lake Road to Bibra Drive</p>	<table border="0"> <tr> <td data-bbox="600 1567 1010 2047"> <p>I do not want the Roe Freeway going through the Wetlands. It will destroy the habitat of many species. The environment will no longer be as it is. The noise factor and traffic disturbing the peace and tranquility of this unique area. The flora and fauna cannot possibly remain with such a huge depletion to the area. The ongoing problem of trucks, traffic and noise to residents who live here.</p> </td> <td data-bbox="1037 1567 1873 2047"> <p>Serub the Roe Highway from extending any further. Develop rail for freeway. It is much better for freight removal, and will stop the need to a great extent for more roads and less maintenance for road damage caused by trucks.</p> <p>I can't think of any positive suggestions to make it better or liveable for animals, birds, bush and people.</p> <p>Having now attended the workshop. Found the information and expert presentation way valuable and helpful. I have a far greater insight and knowledge of possibilities.</p> <p>Still don't want the Roe but can see ways of making it as workable as possible for ecology, socially and structurally.</p> </td> </tr> </table>	<p>I do not want the Roe Freeway going through the Wetlands. It will destroy the habitat of many species. The environment will no longer be as it is. The noise factor and traffic disturbing the peace and tranquility of this unique area. The flora and fauna cannot possibly remain with such a huge depletion to the area. The ongoing problem of trucks, traffic and noise to residents who live here.</p>	<p>Serub the Roe Highway from extending any further. Develop rail for freeway. It is much better for freight removal, and will stop the need to a great extent for more roads and less maintenance for road damage caused by trucks.</p> <p>I can't think of any positive suggestions to make it better or liveable for animals, birds, bush and people.</p> <p>Having now attended the workshop. Found the information and expert presentation way valuable and helpful. I have a far greater insight and knowledge of possibilities.</p> <p>Still don't want the Roe but can see ways of making it as workable as possible for ecology, socially and structurally.</p>
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<p>The whole section. It is a Bush Forever Site with high conservation values; part of an inter-connected Wetland system.</p>	<p>What happens in the road reserve will have an effect "downstream" in the Wetland system. This is a very complex Wetland area - the stratigraphy under this area is known to be <u>very complex</u>. We don't have the maps showing detailed geomorphology, soil chemistry and structures - so cannot comment on details of construction. It is quite obvious that on the basis of the sheer complexity of the site in terms of its stratigraphy, Wetland and vegetation communities, the highway will have a significant environmental impact - which is unacceptable.</p>	<p>1. Publicly show the detailed science for the area. - Vegetation and flora maps - Stratigraphy - Detailed Acid Sulphate Soil mapping - Fauna mapping and movement - Hydrogeology</p> <p>2. Look at the options of moving the road reserve <u>out of the Bush Forever Site</u> and into the railway reserve - to the South. The railway line does <u>not</u> go through the Bibra Wetland suite of Wetlands.</p> <p>3. Give a seminar by <u>Scientists</u> presenting the environmental values of the site. Then ask the people to comment. (This workshop is premature on if the data exists - as much of it does) Then why was it not presented?? It looks like the scientific information is being covered up and reused. This is not good enough.</p> <p>4. If you really must locate Roe 8 across the Wetlands, build a "floating bridge" with pylons <u>only at each end of the whole section</u>. i.e. no pylons in the Wetland at all. But this expensive expenditure would be better spent on conservation management and planning.</p> <p>5. Government planners should look at major investment in rail transport and all public transport options over Perth metro region.</p> <p>6. This workshop is working on a fundamentally flawed process - of assuming that Roe 8 can be made environmentally acceptable.</p> <p>7. Where did this proposal come from? Complaints of residents along Leach Highway and South Street regarding traffic and noise - This is not an adequate justification for destroying a conservation reserve of regional and Wetland significance.</p> <p>8. Make Hope Road a 'no through road' - remove fences along sides and reduce speed allowed to 20kph to the Wetland Education Centre. Close off half the road from Education Centre to Progress Drive.</p>
<p>North Lake Road to Bibra Drive</p>		<p>If going to build with capacity for 6 lanes. Why not 4 lanes and median contains space for development of light rail/rail.</p> <p>Progress Drive stays as minor road - so no access on/off Roe.</p> <p>Cycle path needs to connect from North Lake Road to Progress Drive. Upgrades of cycle/pedestrian paths from North Lake to Progress Drive.</p> <p>No connection on to Bibra Drive - to keep as minor roads.</p> <p>On/off ramps from North Lake Road to Roe.</p>
<p>North Lake Road to Bibra Drive</p>	<p>North Lake on and off free flow or bottle neck?</p>	
<p>North Lake Road to Bibra Drive</p>		<p>1. More alignment over existing footpath of Hope Road to minimise environmental inprint with bridge structure over top section of Bibra Drive.</p> <p>2. Build the road for 6 lanes straight freeway.</p> <p>3. Why not put the road for South along railway line and industrial estate?</p> <p>4. Structure between lakes should be elevated and the structure should be in keeping with the environmental significance of the region. Consider an arched bridge rather than a transitional.</p> <p>5. Environmental connectivity between Bibra Lake and Roe Swamp take the form of a culvert road still embankment :ion embankment with relatively.</p> <p>6. Take care to ensure the road between Bibra Lake and Roe Highway does not become a "Dodgy Area" young people loitering under culverts and bridges, homeless etc.</p> <p>7. No connectivity between Progress Drive and Roe Highway.</p> <p>8. Connect.</p>

<p>Other Alignment Options e.g. Hope Road including Bibra Drive Access Degraded land Roe Swamp Hope Road Bibra Drive/Murdoch Drive</p>	<p>- Use current degraded land- Preserve vegetation to the North (est. climaxed vegetation)- Not to divide pristine vegetation to North - not break ecological link.</p>	<p>* Use degraded land - Hope Road (e.g.)* Arches/elevated over Bibra Lake* Avoid highly sensitive ecological areas* Vegetation condition mapping has been completed for Roe Swamp* Use previous promoted alignment* Bibra Drive under Roe Highway to limit height of crossover* Stilts over Roe Swamp and over Wetlands* Use Hope Road as alignment for new highway* Cul-de-sac / service road for access to Wetlands Centre Native Arc* Use Hope Road as constructive footprint/construction access road* Preserve higher vegetation area to the North.* Use Roe swamp over more sensitive area to the North.* Move alignment South.* Keep low - as low as possible.* School - Montessori School own land. - Buy out and relocate - shift North.* Access for Montessori School.* Do the 6 lane option.* Shift power lines to the brown alignment land specified.* Relocate amenities (Native Arc etc) to accessible area.</p>
<p>North Lake Road to Bibra Drive</p>		<p>Faces of the area in embankment near Progress Drive using coloured concrete - (vertical) Emergency Response Plan, cockburn Bibra Lake Plan Dec' Beeliar Regional Park Plan needs to be reviewed.</p>
<p>North Lake Road to Bibra Drive See Sketch.</p>		<p>Drainage and Stormwater - Design on Hope Road, consideration to be given to foring it into swail along the potential shared path as an environmental feature. - See map over page.</p>
<p>All the Connection.</p>	<p>Beacause of the wellbeing of all the inhabitants (People - Fauna - Flora etc)</p>	<p>It is definately the wrong way to solve a present and future traffic issue. Please check other option like: - Freeway - Cockburn Central Area (Gateway) - North Lake - Phoenix Road or Spearwood Avenue - Stock Road. (I am told it means the loss of 60 Homes which must be paid to their owner). Houses in North Lake Road - South Lakes Road are at lower Market prices - I reckon it is cheaper than building a <u>Bridge</u> over the sensitive area. Which is the most consciously thought outcome. (Please check the alternative way) If you have to go ahead build a bridge. Thanks!!</p>
<p>North Lake Road to Bibra Drive</p>	<p>What does it look like? A. Bridge only, over Lakes and Wetlands. B. Lakes - Enhance present Lakes vegetation - Native Flora. C. Bird life - encourage bird life create Islands in Lakes and Wetlands. D. Pathways - cycle ways etc.</p>	<p>What does it connect to? A. Access to all Lake areas - walking and cycling. B. Provide information sites - History of Lake areas - Migratory Birds, Toilets. C. Local access to be walking and cycling only. No vehicles. D. Local traffic - to be restricted.</p>
<p>North Lake Road to Bibra Drive</p>	<p>My main concern is West of Stock Road! But I am also very interested and concerned about the whole Project!</p>	<p>1. What is going to happen to FARRINGTON STREET? 2. Disappointed that there are no "ELDERS" or representatives from the Aboriginal Community. Were they approached? 3. Consideration be given to School in (GWILLAM STREET)! 4. LIGHTING - Being Wetlands, needs to be dealt with very carefully (SAFETY).</p>
<p>North Lake Road to Bibra Drive</p>		<p>Road across Bibra Lake area needs to be raised to allow for climatic conditions (heavy rain). Bridge type needed.</p>

<p>Area between the Lakes</p>	<p>Fly over complete area. Emergency planning: Traffic crash - oil spill, chemical incidents. Fire Brigade washdown roads and use peat sorb. Need plan in place to combat hazards onto Wetlands.</p>	<p>Progress Drive: Stay as is - Roe Bridge over road. * Turtles cross to bush area from Bibra Lake. * Currently short cut to freeway from North Lake Road Bridge pilons if necessary at low vegetation areas prefer floating. Noise walls: (see picture) Protruding areas to add perhaps native plants so see plants not wall. Enhance Lake areas to rejoin. Erase Hope Road. Reduce noise on flyover? Waldorf School walk to Wetland Education Centre - meet pedestrian pathway. Pedestrian walkway under bridge. Wildlife: Swans/Ducks, Bandicoot, Turtles and Lizards. Incorporate powerlines. Problems: Fog Midge/Mosquito's too much light.</p>
<p>North Lake Road to Bibra Drive</p>		
<p>See Sketch.</p>		
<p>- We'd like it to connect to somewhere. - North Lake Road Interchange. See Sketch</p>	<p>. How does this function - lights? . Bottle-neck potential is HUGE - see over see the problem at South Street/Roe interchange - traffic . Leave Progress Drive as ?????? Also Hope Road.</p>	
<p>North Lake Road to Bibra Drive</p>		
<p>Hope Road alignment looked to be overall less environmental destruction (Roe 5 good example of "recreational hubs")</p>		
<p>Most Northerly Road Curvature</p>	<p>Minimal impact on Bushland.</p>	<p>Move closer to Western Power alignment.</p>
<p>This is okay - suggest a Bridge over Lakes. Must be 6-8 lanes for the future.</p>		
<p>North Lake Road to Bibra Drive</p>		<p>The new era of ships entering Fremantle Harbour are 50% increased in TEU's. The Freight Industry has no extra time allowed - other than 3 days to clear 50% more TEU's. IF High Street, Stock Road and the Roe 8 does <u>not</u> have 3 x Lanes each way - Gridlock <u>will</u> occur.</p> <p>Roe 8, Stock, Leach to High Street and High Street to Stirling <u>must</u> be widened "concurrently".</p> <p>Western Power <u>must</u> bury electrical cables (underground)</p> <p>* Road Transport Industry <u>demand!</u></p>
<p>North Lake Road to Bibra Drive</p>		
<p>A detailed vegetation map of the project that maps the specific native vegetation. Community types is required. This will enable clearer decision in regard to design.</p> <p>What impacts will a raised structure, specifically the pylons required have on the hydrology of the site i.e. North / South flow.</p>		
<p>North Lake Road to Bibra Drive</p>	<p>My suggestion is to build this sensitive area as a six lane Highway <u>NOW</u> rather than a four lane now and extend to six in 2025 - 2030.</p>	

<p>North Lake Road to Bibra Drive</p>	<p>Maintain Progress Drive Road.</p> <p>East of Progress Drive - allow for retention of existing low area by bridge structure extending 300 metres East.</p> <p>Keep Roe 8 up on stilts as much as possible so as to minimise ground damage.</p> <p>Cycle path between Roe 7 and North Lake Road?</p>
<p>The entire section between Bibra Drive and North Lake Road. See Sketch for name and address</p>	<p>This area is a high quality wildlife habitat and vegetation route. The area is also used for recreation and education. This road will sever the connection between the Wetlands, destroy wildlife habitat and bring noise, light spill and pollution into a pristine conservation area.</p> <p>The proposed route is completely unacceptable to the Wetlands Conservation Society. This road design is not sustainable as it will destroy many of the conservation lakes of the North Lake Reserve. The road design shown on the map is not a true reflection of the area that will be affected by this road. Query of the verges will be required and the noise contours are a better indication of the area that will be degraded. After all the promises about sustainability and environmental sensitivity, the proposed design is a major disappointment. It seems clear that the design Team is not able to produce a design that protects the North Lake / Bibra Lake environment and so on will continue to oppose the Roe Highway Extension Project. In our opinion the best option is to improve the public transport system by building a light rail section that links to the existing ????? suburbs railway.</p>
<p>The Lakes themselves and some surrounding bushland plus the disregard shown to the already degraded Hope Road route by the road designer.</p>	<p>A) the name wetlands is misleading since they both are of a temporary or transioned nature only.</p> <p>B) the first one North Lake will eventually disappear because of too high lake floor levels (and perhaps of falling groundwater levels). Bibra Lake will follow, since Dec 2009 only a narrow deeper channel remains on the Western side, extending into the Southern half. In June 2010 the situation had not yet changed to any degree. Both Lake beds are covered with one (introduced) weed species (Melilobus indica). The Bibra Lake water channel is singularly entrophic and bound to become more so via the now decomposing woods adding another layer of organic materail and nutrients to the seabed. The large number of waterfowl (often being fed by visitors) will further deteriorate the remound water. Decomposition will remove whatever oxygen is left and eventually arian bodulism will be the end of the road or "those internationally important Wetlands". Yet every local politician wastes no time to have his/her photo taken in front of that aquatic mess. There is no biodic diversity.</p> <p>C) I wonder where all those observers/consultants have seen thos transmigratorial waders whose presence would involve federal legislation?</p>

	<p>No feeding areas in (1) and (3) for small waders. D) I believe that Horsepaddock Swamp (2) is a mute point. It is "landing in" already and covered in weeds, thereby hardly having great ecological values. E) While there is a general paucity of macroinvertebrates in the Beeliam chain of Lakes, the writer believes that there are much healthier Lakes than (1) and (3). F) the proposed route well North of Hope Road is not acceptable. All present it is even outside the MRS and far too much better class woodland will be irreversibly damaged. The new road should be much closer aligned with the already degraded Hope Road easements. further fragmentation by a four lane highway plus if embankment style will lead to further deterioration North of Hope Road. The area South of Hope Road is already turning sandy with hardly any canopy cover. There may well be design rules for road engineers requiring such huge bends/sweeps etc., BUT we <u>value</u> remnant bushlands also. If the road is ever built it should be on pylons or the narrowest embankment possible.</p>
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Ffinally - there should be no road at all because we are NOT getting value for money. ALL freight should be on rail. Are we not running short of oil? We do not even know whether all those containers per day carry imports or exports! The question exports versus imports (the latter leading to a further deterioration of our economy) has never been raised!

	<p>No feeding areas in (1) and (3) for small waders.D) I believe that Horsepaddock Swamp (2) is a mute point. It is "landing in" already and covered in weeds, thereby hardly having great ecological values.E) While there is a general paucity of macroinvertebrates in the Beeliam chain of Lakes, the writer believes that there are much healthier Lakes than (1) and (3).F) the proposed route well North of Hope Road is not acceptable. All present it is even outside the MRS and far too much better class woodland will be irreversibly damaged. The new road should be much closer aligned with the already degraded Hope Road easements. further fragmentation by a four lane highway plus if embankment style will lead to further deterioration North of Hope Road. The area South of Hope Road is already turning sandy with hardly any canopy cover. There may well be design rules for road engineers requiring such huge bends/sweeps etc., BUT we <u>value</u> remnant bushlands also. If the road is ever built it should be on pylons or the narrowest embankment possible.</p>
	<ul style="list-style-type: none"> - No roe 8. - No depicting of interchange proposed from Design Workshop 2 to assist decision making at wshop 3. - Ensure road is elevated across whole section so that pedestrians & bikes can travel underneath. - Ensure all water run off is captured & treated with no clearing of bushland for this treatmens & so that no water (with associated toxins) can leach into ground.
	<p>I am concerned that engineers, Main Roads employees have stock standard ways of approaching projects with little lateral thinking.</p>
	<ul style="list-style-type: none"> - Re assess veg condition - Age of vegetation as another attribute to assess veg value - On/of ramp from North Lake earlier merge into Hwy
<p>Where should it go?</p>	<p>Degraded land between A - B on map should be used as ideal route (id along Western Power Lines). The power lines could be sunk. This is to minimise impact on wetlands and use already degraded land.</p>

Where should it go?	The on/off ramps for Nth Lake Rd are too big! The ramps essentially make the highway 6 lanes between Nth Lake and Bibra Lake.	
Where should it go?	No roe option.	
		Spring survey vegetation values seem low. Highest = very good condition questionable. You are underestimating environmental value.
		Concerned at how the road is to improve connectivity between Bibra Lake and North Lake.
		Porous concrete roads should be investigated. This is for roads on the ground.
		The road across this section should be a bridge all the way.
		Build structures <u>high</u> for better footprint & enviro friendly.
		See through Noise Barriers.
		Build lower nature arches
		Transport options other than road
		Better lighting options consider lighting both good for wild life & road users
		How is fog going to affect traffic
		Please consider transport options for pedestrians/cyclists
		Also public transport routes - will they be affected?
		Need to consider raising the road across wetland/ecologically significant areas
		Please consider all possible ways of maintaining the native flora & fauna
		Has any consideration been given to sustainable recreational facilities?
		Please make the noise barriers (Nth Lake - Bibra Rd) see through so people can enjoy the lake views.
		Lighting needs to be both drive and wildlife friendly
		Please ensure continuation of water flow access the swam and enough/large ecological link for wildlife traffic
		FOG - The area has fog in the mornings from mid May to mid August - what do we need to consider in relation to fog + driving
Agree with alignment	Lighting	
Directly south of the Roe/Bibra Drive interchange	Currently to access the freeway south we have to drive all the way up to South Street to access the Roe (work in Canning Vale) we have to use Farrington Rd - if we don't have access east & west to the Roe at the Bibra Dr interchange how are we going to have access to the east & south.	Provide east & west access to the Roe from Bibra Dr.
Hope Rd	Environmental impact should be minimised Where it is unavoidable to use environment d/g areas, where possible other sensitive areas should be reclaimed and returned to original state. Hope Road is a classic example. When Roe is completed or extended it becomes redundant and should be returned to original condition.	Wider issues. Container terminals need large areas for storage etc generate large amounts of heavy traffic. For these reasons every large city would wide is moving its terminal away from city & build up areas. IF WA DOES NOT FOLLOW THIS PATH IT WILL PAY THE HEAVY PRICE IN FUTURE. We have excellent site for container terminal at Kwinana PB site. This site was virtually given to BP 60 years ago. WA gov should ask for it back. Suitable site at Oakagee should be offered in exchange if necessary. Even if container terminal is moved out of Roe should be completed. To minimise cost & environmental impact it should be restricted to 4 lanes for the immediate future.
	Areas of high conservation value need to be identified based on uniqueness and qualities additional to Bush Forever & Veg condition. (A	(See map) Section of Roe Hwy raised on pylons to enable wetland conservation and wildlife corridors - rehabilitate to recreate wetlands & habitat. (See map) Consider relocation of retention basin in outer

	see map) Nature paperbarks - these are unique in an urban setting and rare.	buffer of Bibra Lake.
	What can be done about the 'T' Junction intersection at Bibra Dr & North Lake Rd. This situation is going to kill someone very soon. Why dont they put a circle there instead! Try crossing that road at peak periods ie try & turn right - good luck!	
Bibra Drive	Widening of Bibra Drive could lead to greatly increased traffic flow through this quiet residential suburb. Bibra Dr should be restricted to local traffic only.	Dont widen Bibra Drive south of the proposed Roe Hwy extension.
		What structures? *Only 1 option - Long 15km suspension bridge. *We have the opportunity to build an iconic bridge for Perth. A long suspension bridge between North Lake Road and Bibra Lake is the only option to ensure the environmental value of the lakes and wetland is not destroyed. A long suspension bridge will offer: 1 Aesthetically pleasing. 2 Low footprint. ie/ place 5 footings where marked (see map) 3 Movement underneath the bridge for people & animals by having a <u>high</u> bridge about 10+ metres will be a tribute to the environment and set Perth apart from other concrete cities.
Parkway / Bibra Dr (near Meller Park)	Heading south on Bibra Dr, approaching the Roundabout - its a swiping left bend with a roundabout that requires little change of direction. The outcome is entering the roundabout from Parkway means its a blind intersection to the right and people dont slow down.	Slow the entrance to the roundabout heading south on Bibra Dr & make the roundabout large enough to allow easier & safer access from Parkway to Bibra Dr.
		Bridge over Progress Drive is essential for vehicular traffic and pedestrians to socially commute between North and Bibra Lake.
		Areas of Roe Highway that are raised should be on pylons to allow for nature fauna to move easily between two lakes.
		My concern is also that oil from first winter rains and flowing into potential basins is pumped out and properly dispersed off into an approved site.
		If this route is used across the wetlands it should be a bridge/bridges all the way. High bridge sounds good for fauna movement double decker bridge should be investigated this is needed for environmental connectivity sustainability 7 generations of what we have.
Alignment issues	Design is for 4 lanes. If 6 lanes is developed at a later stage there could be a greater negative impact if the possibility of 6 lanes is not factored in now. Any design option should therefore anticipate the possibility of 6 lanes.	Plan for 6 lanes - Not in detail but provide for it.
	Lots of small animals - birds tortoise etc are moving through here and wont be accommodated in the road design in crossings therefore prefer the road be elevated to allow this to occur.	
		Ensure there are a variety of paths (north & south) that cross Roe - Bike tracks, unsealed nature trails etc.
		Noise impact on birds nesting & other animals in the wetlands - ensure not negative

Design Workshop Three – Bibra Drive to North Lake Road

Raw Comments



	Lightings may attract midges or impact birds & bats
	When walking on the paths you want to hear nature & sense tranquility
	Need to counteract the smells and pollution from vehicles
	Need to offset the carbon created by the extra cars
	Happy with Progress Drive as shown
	Connection for vehicles generally good
	Consensus was for an elevated structure from Progress to Bibra to <ul style="list-style-type: none"> - protect vegetation - ensure water gets to the lakes - protect fauna <u>But</u> not too high to be visually dominant. The elevated structure can also be incorporate noise abatement structures. It will also eliminate embankments which are very hard to vegetate and get weedy and littered on (examples cited all over Perth)
Light impacting residents in North -East corner of Roe + Progress Dr as cars move up the hill	
	Bridges on stilts rather than arches/culverts
	Access to and from Bibra Drive to Roe Highway East.
No access to and from Roe to and from Bibra Dr	
Road between Bibra Dr & Baker Ct	
	Cycle + pedestrian pathways along highway and around lakes
	Spruce up Wetland Centre to be focus of area
	Reduce speed limit on Bibra Dr to 50 or 40km/h
	Reduce construction footprint by utilising and connecting with existing paths
	Prefer road structures 3 + 4 (cross sections)
	Noise wall is needed further eastwards of Progress for traffic light spillage (vehicles) + noise
	Wall through wetlands to protect birds + for road safety
	Make road in sections with built in walls (see diagram)
	Support the cut-off of Hope Road & rehabilitation
	Bibra Dr needs rumble strips of chicanes to slow down traffic near Parkway Rd
	Cross section 2 for central area but causeway across Roe Swamp and culverts or similar for ecological corridor near house - paddock swamp
	So long as you can still walk/cycle along Progress Drive would be happy for the <u>road</u> to end; however if it stays there in progress under the ROE.
	Bibra Drive - turning lane R into Rec Centre
	All happy with Hope Rd being closed off
	Close off Progress Drive as long as pedestrian path + cyclist path remains
Concern Hoons in Hope Rd	
	That the Roe Highway is built on pylons where possible to facilitate environmental movement especially tortises. Where the highway is built on land I would like to see mural panels on the sides I would like to see a public competition for the design of the panels and local artists commissioned to design status etc for the area.
	I do not agree with access from Bibra Drive and from Roe Freeway I want to see Bibra Drive and Progress Drive left as local roads that will be safe for pedestrians.

		Highway could have a combination of suspended, retained and battered/at grade sections as shown on plan.A - Suspended on pylons with separation of 3 - 5 metres beneath under section to enable wetland protection and fauna movement. This could include Progress Drive underpass.B - Retained structures connecting to suspended sections and minimise footprint.C - At grade sections with minimal impacts. This approach would blend into environment and can be supported with vegetation, landscape design, recreational links and wetland rehabilitation.D - Compensation basin to be relocated as shown. Whole areas needs a comprehensive drainage management strategy/plan aimed to improve water quality and minimising impact on wetland environment. Consideration of high performance gross pollutant traps and "at source" best management practices to control stormwater.
Roe Swamp	Road should not go through area of eldest (200+ year) Melalucas/Bankisas in Roe Swamp. Road should go through poorest quality vegetation.	Roe Swamp has 200+ year old Melaluca/Banksia that is excellent quality/condition - This area appears to be - need to re assess veg quality.
Roe Swamp	Road should not go through area of eldest (200+ year) Melalucas/Bankisas in Roe Swamp. Road should go through poorest quality vegetation.	Should use porous concrete for at grade roads - eliminates drainage infrastructure - stores & treats water in situ
Roe Swamp	Road should not go through area of eldest (200+ year) Melalucas/Bankisas in Roe Swamp. Road should go through poorest quality vegetation.	Reduce footprint for Roe Swamp area - high bridge - double decker bridge - merge lanes higher to main alignment
Roe Swamp	Road should not go through area of eldest (200+ year) Melalucas/Bankisas in Roe Swamp. Road should go through poorest quality vegetation.	Preferred profile: high suspension bridge eg 210m high double decker bridge - eastwards below westwards (or vice versa) - benefits reduced footprint - increased retained environmental value - increased connectivity because pavement higher - less obstruction
Roe Swamp	Road should not go through area of eldest (200+ year) Melalucas/Bankisas in Roe Swamp. Road should go through poorest quality vegetation.	Potential for greater aesthetic quality - length/ position: span complete area from Bibra Lake Drive to Progress Drive - alternatively two spans using higher ground - double decker bridge - enclose in a tunnel/curved walls - benefits: no car / bird strike - contain noise
Roe Swamp	Road should not go through area of eldest (200+ year) Melalucas/Bankisas in Roe Swamp. Road should go through poorest quality vegetation.	Place solar panels/build from solar - integrated panels - build without clearing vegetation
Roe Swamp	Road should not go through area of eldest (200+ year) Melalucas/Bankisas in Roe Swamp. Road should go through poorest quality vegetation.	Alignment options - Use Western Power cleared alignment as much as possible
		No connection from Bibra Dr
		Cul de sac Hope Rd - remediate area
		No cul de saced Progress Dr No vehicle interchange at Progress Dr - but bicycle/slip interchange
		Close Hope Road at end of Planet Ave - dont use it as a shared use path if there is an existing good quality path around Bibra Lake and to Cockburn Wetland Education Centre - reinstate wetland values instead

Concern with Bibra Dr access		Agree to remove Hope Rd and rehabilitate
Cyclepath/pedestrian mix - separate - dont mix		Add commuter cycle path along Roe alignment to separate commuters from recreators
		Enclosed Road over Horse Paddock Swamp - to force birds over - reduce light spill
		Prefer bridge over Horse Paddock Swamp 2 -3m high. To allow fauna passage.
		Issues of shadow under bridge
		Consider 6 lanes from day 1
		Alignment shown is ok
		Split carriage Tunnel - multiple "routes" Bridge - multiple "routes"
Impacts for Norfolk Pines European Heritage		- Move tree - Why is it heritage listed? - Not native so shouldnt be so important
		Environment protection measures/wetlands
Around the northern end of Bibra Lake	The current excellent cycling & pedestrian facilities <u>must</u> be preserved, it not enhanced. This should include a uninterrupted circuit of Bibra Lake, which is currently the case. Importantly, this continuity must be maintained throughout the construction period.	Ensure that pathways are preserved or enhanced, including durin gthe construction period.
The Roe Highway extension from Bibra Drive to North Lake Rd	This unnecessary road will devastate this beautiful and much-loved bushland and wetlands environment.	Stop wasting money on roads, and consider a more 21st century solution such as light rail.
		Fauna trapping + relocation prior to construction - ground fauna - air fauna
		Flora traps location prior to construction - grass trees - zamcas - orchids - sedges - monocots
		Cross sections - (see diagram)
		As per over page new alignment to Roe Hwy between North Lake and Bibra Lake and also bridge overhead to create people and animal access between lakes.
		Noise barriers should be installed in sensitive areas
		Water level in lakes needs urgent attention. Can anything be done to address this issue
		Extra lighting for highway attracting midges
		Structures requires - (see diagram) - Blue - Fauna underpasses - Pink - structures
Connectivity		Hope Rd - can be cul de sac and rehab, No req for DUP on Hope Rd
Connectivity		Low impact lighting along RHE. Especially through wetlands!!
Connectivity		Leave Progress Dr "as is"
Connectivity		Fence in areas where there is no structure to control fauna crossing
Cross section		Barriers full length of ropad to reduce median width
Cross section		Bridge structures - sensative areas - low lying areas
Cross section		Cross section to be selected based on minimum footprint combination 3 + 4
Alighment		Dual use is existing adjacent to Hope Rd. Hope Rd could be fully rebabed ie no need for footpath

Alighment		Need for fauna crossing
Alighment		Contact with Adventure World how do you access Adventure World??!!
Alighment		Alignment seems most appropriate
Alighment		Alignment along Hope Road provided standards are <u>not</u> comprimised
		- Cut off Hope Rd - Bibra to wetlands - Bridge (Model 4) on diagram - Central section - (Model 1) on diagram - Wetlands - Progress - (Model 2) - LOW ARCHES
The Roe Highway bridge over Progress Drive	Future wise - We must look at requirements for the future - protect the environmend - either by suspended bridges of a bridge extening across the complete area allowing movement of flora & faula/water without restrictions. (5m) Progress Drive to Bibra Lake Drive (4 lane bridge).	Build a bridge at least 5m high from Progress Drive to Bibra Lake Road - Bridge shoudl be minimum of 4 lanes, by building a bridge it allows the long neck turtle/duck/ducklings/swans & cygnets to move freely without restrictions. The current design appears to be ok.
Bibra Drive intersection at Roe Hwy	Voted about comments of increased traffic on Bibra Dr.I would like to see east access & entry onto Bibra Dr ie from /to airport: - Add discouragment for Bibra Dr to eleviate. Additional traffic by reducing speed limit to 40/50km: I believe most traffic will be increased onto Bibra Drive from Murdoch Dr access and <u>not</u> the Roe Hwy access.	Would like consideration given to developing the "Native Arc Centre" great potential for a "positive" to come from this.Save heritage listed anes: go around them.
		North Lake Road to Bibra Drive needs to be 3 lanes each way from day one. This would reduce the need to degrade the sight again in the next 10 - 20 - 30 years time once the revegetation has been established.
		Need commutor bike paths adjacent to bridges/roads. Separate bike/pedestrian path for recreational use.
		Hope Rd shoud be terminated at Cockburn Wetland Education Centre.
Topic Structures - Look on map	Minimise impacts on the area	
Topic Structures - Look on map	Minimise light and sound	
Topic Structures - Look on map	Fauna crossing	
Topic Structures - Look on map	Cost Concern	
Topic Structures - Look on map		Push further north
Topic Structures - Look on map		No 4 Crosssection whole way
Topic Structures - Look on map		Tighten radius to drop speed
Topic Structures - Look on map		Adjust road material to reduce noise
Topic Structures - Look on map		Dont want to see galvanised power tubes
Topic Structures - Look on map		Move alignment south to utilise Hope Rd & more power line pathway to road reserve
Topic Structures - Look on map		Noise mitigation barrier whole way along bridge structure (see diagram)
Topic Structures - Look on map		Roe to be on stilts
Topic Structures - Look on map		Fauna tunnels not an option in metro area
What should it look like?		Dont like wide batters - too great footprint
What should it look like?		Roadsides to match existing vegetation

Design Workshop Three – Bibra Drive to North Lake Road

Raw Comments



What should it look like?	Top soil - reserve & reuse
What should it look like?	Reveg with existing flora
What should it look like?	Old WW2 gun emplacement near North Lake. Where is this?
What should it look like?	Enclose road over bridge - solid material - mesh - to difuse light
What should it look like?	Pull road alignment north + lower speed
What should it look like?	Powerlines - group with road and rehabilitate the cleared area
What should it look like?	No powerlines to impact the views. - Bury powerlines or include them in a hollow bridge
What should it look like?	Tunnel option like GF FWY. From Bibra Dr to Progress Drive. - No sound, light, pollution, better fauna access.
What should it look like?	Reveg - start now - community involvement. - Engagament - seed collection, triacs determine best planting techniques. - Plant more cockatoo habitat trees now!
What should it look like?	No bright yellow lights posts - not necessary here
What should it look like?	Interpretation for aboriginal significant sites
What does it connect to?	New vechicle connect from Bibra due to west onto Roe. <u>And east at well</u> (no eastern one to keep traffic off Bibra)
What does it connect to?	Agree to keep Progress under Roe
What does it connect to?	Move ramp roads right next to Roe near North Lake road
What does it connect to?	Retention baisns - should be cined
What does it connect to?	Keep good water/treat poor water from stormwater runoff and put into lakes
What does it connect to?	Vertical wall (retaining) between North Lake part of Roe Hwy + ramps (see diagram)
What does it connect to?	Single point interchange at North Lake Rd to reduce footprint would be good
What does it connect to?	Need lights <u>or</u> roundabout at Bibra Drive to North Lake Rd
What does it connect to?	Can cycleway connect directly with Roe and Freeway.
What does it connect to?	All considerations should remember the potential is for <u>6</u> lanes
	Noise on recreation area / amenity area
	Construction footprint to be reduced
	Maintain recreation, cyclist & pedestrian access!!
	Utilise Farrington Rd footprint
	Noise mitigation - 20m limestone wall
	Provide an all access option (north-south) - high as possible. (@ least 3m but ideally 3m)
	Pylons dont interfere with acid sulfete soil, fauna sites, potential nesting sites, significant flora
	View whilst driving - elevate road - open view
	No road - ideally
	Height at low as possible - unsightly - not excessively high (above 1m)
	Pylons - access underneath for fauna
	Noise mitigation throughout whole stretch - highest level of noise mitigation - lowest level of noise - dont want to see the wall - would rather look @ wall than traffic
	Turtles = Tortises - Maintain general habitat
	An iconic grop for Beeliar Regional Park
	We need to ensure we dont lose them
	To help management find out what they eat
	Fox control
	Keeping the common, common is also important
	Spill from street + vehicle lights
	Minimum STS's need lights
	Midges effect on Roe
	LED Markers - rather than floodlighting
	Causeway garden is turn out 2 out of 3
	Option to design road with less O/H lights
	Get leeway on the standards
	Keep road dim / diffuse to reduce effects on fauna
	Possible to reduce lighting between Bibra and Progress
	No lighting artwork! (eg Roe 7)
	Melaleluca swamp + Roe Swamp reinstate the natural link

Design Workshop Three – Bibra Drive to North Lake Road

Raw Comments



	Linkage between Horse Paddock and Bibra Lake to be reinstated
	North Lake will be a temporary lake and will dry up before the start of the project. Transiant wetlands.
	Weed incurstions around the lakes including thistles, bull rushes exessive algal growth
Wetlands / Environmental Protection measures	Run off from roads especially 1st rains after dry spell <u>must</u> be treated berfore infaltration into natural wetlands
Wetlands / Environmental Protection measures	Must be a main roads responsibility to maintain the treatment systems
Wetlands / Environmental Protection measures	Use of worlds best practice
Wetlands / Environmental Protection measures	Bibra Lake too small for amount of the birds (water)
Wetlands / Environmental Protection measures	Waste water system where <u>none</u> of this water enters the natural system
Wetlands / Environmental Protection measures	No more clearing of bushland for drainage sumps
Roe Hwy W'Shop 3	Align HV Power lines with new highway
Roe Hwy W'Shop 3	Lift Roe Hwy (cross section 4) as much as possible to provide min on ground footprint and max fauna cross connect. Alternatly cross section 1.
Roe Hwy W'Shop 3	Minimise traffic on Bibra Dr ie put in under/over tunnel at crossover with no run in/out between Bibra Drive. Leave Bibra Drive 2 lane
Roe Hwy W'Shop 3	Improve Progress Drive south of Gwilliam to facilitate increase traffic volume around the southern end of Bibra Lake
Roe Hwy W'Shop 3	Alignment as shown ok
Roe Hwy W'Shop 3	Miggie management
Roe Hwy W'Shop 3	Rehab for Bibra Lake is very important
Roe Hwy W'Shop 3	Control of intersection Bibra Drive / North Lake Road such that people accessing Bibra Lake have better access to North Lake Road - Busses particulary with condideration to trains
Roe Hwy W'Shop 3	Consider no street lighting on this section but rather use 'clever' lane markers
Roe Hwy W'Shop 3	Consider culverts for people / animals from south to north in and around North Lake and Lower Swamp
	I strongly oppose to Roe Highway Extension Stage 8
	My concern is the governments relentless push to construct this highway through a precious and sensitive wetland complex. With the outer harbour and the latitude 32 venture to commence in the near future and the indications that their drivers will be directed to use east west routes so as not to disturb community's amenity, it appears Stock Road is not a major factor in the overall plan. I believe planning to construct Roe Hwy Stage 8 to be very premature.
	In Roe Highway extension update May 2010 under the heading - Opportunities to enhance the environment - are listed six points described as potential opportunities. Please allow me to enlighten you as to the actual situation pertaining to those six points.
	1 - Wetland restoration of North Lake and the other lakes in the vicinity has been an ongoing program for many years involving the City of Cockburn, Department of Environment and Conservation, Cockburn Wetlands Education Centre and the Wetlands Conservation Society.

Design Workshop Three – Bibra Drive to North Lake Road

Raw Comments



	2 - As above, also large scale weed eradication work
	3 - The Cockburn Wetlands Education Centre has for the past fifteen years offered environmental programs to primary and secondary schools, tertiary institutions and TAFE students. It also conducts an annual wetlands conference very successfully. This event is well recognised.
	4 - Pre-existing landfill sites are extremely expensive to rectify and are probably best left undisturbed
	5 - Hope Road has been in place for decades. The majority of the vegetation bordering both sides of Hope Road is in relatively good condition
	6 - Community groups including the Cockburn Wetlands Education Centre, Friends of North Lake, Friends of the C.W.E.C and university students have been engaged in fauna and flora studies, bird identification and counting for many years.
	4 or 6 lane road
	Underground rower (location)
	Traffic changes on North Lake Rd
	Connections b/w Bibra Lake (Partkway Rd) to bunnings Bibra Lake
	Bibra Drive already pegged for widening
	Midgies are big issue
	Turtle amenity
	Stormwater management
	Concerns over losing connectivity of Hope + Bibra during construction
Local traffic management - alignment north + tunnel	Locked into Bibra Lake
Local traffic management - alignment north + tunnel	Connection into South Lake Drive accross railway line (reinstate)
Local traffic management - alignment north + tunnel	Westbound entrance onto Roe off of Bibra Drive
Local traffic management - alignment north + tunnel	Reduce speed limit on Bibra Dr to 50km/h to manage increased traffic
Local traffic management - alignment north + tunnel	Realign Bibra Drive/North Lake Rd intersection (move to the north-west) to get away from railway line and allow roundabout to cope with increased traffic and improve traffic flow
Local traffic management - alignment north + tunnel	Above ground elevated 4m high tunnel to contain pollution and allow for fauna crossing
Local traffic management - alignment north + tunnel	Cost difference between enclosed tunnel + walled road
	As a resident in Bibra Lake east of the LAKE what impact it will have on our family leaving and entering the suburb
	No go Roe 8
	Power lines from Bibra Drive to Cordelia Ave
	On & Off ramps at North Lake Rd Junction
	Hope Rd junction to Bibra Drive issues
	Midges - the effects it would have on the Roe 8 section between the LAKES. (Special lighting would be required)
	Breeding of turtles that cross Bibra Drive & Progress Drive - and bandicoots
	Bibra Lake residents from Hope Rd to North Lake Rd along Bibra Drive have access to Farrington Rd while construction happens
	Dust levels
	If Bibra Drive becomes 4 line the impact it would have on the school (Bibra Lake Primary) & Waldorf School
	Keep Progressive Drive open
	No connection of Roe & Progress Dr
	Progress Drive to have thru access under Roe for cars, walkers, cyclists
	Roe to be on stilts (above wetlands) rather than tunnels. Tunnels will encourage vandals, graffiti, crime etc. Roe on stilts should encourage wild life to move north & south freely
	Noise mitigation required at westend end. IE west of Progress Drive

	Light spill - effect on wildlife & residents - from street lighting - from vehicle lights
	Walls onto Roe thru wetlands required as bird life will fly across Roe - vehicle safety - bird strike
Offsets from losses to Beeliar Regional Park	Bibra Lake is weed infested - Eradication program - Reinstate water levels for a longer period - Strip nutrients entering lake
Offsets from losses to Beeliar Regional Park	Fund volunteers & existing organisations
Offsets from losses to Beeliar Regional Park	Fund education program to discourage fertiliser habits for residents & stakeholders in the catchment
Offsets from losses to Beeliar Regional Park	Relocate plants from the "construction zone" before the works commence. Not just single specimens. Dig up a 'chunk' of dirt & move them all together
Offsets from losses to Beeliar Regional Park	Fund trials of new techniques for reveg / translocation / management etc
Offsets from losses to Beeliar Regional Park	Increase funding for management on site
Offsets from losses to Beeliar Regional Park	Midge management funding
Offsets from losses to Beeliar Regional Park	Eddy Wajon knows a lot about reveg techniques
Offsets from losses to Beeliar Regional Park	"Hands off" mentality needed for any budget allocated to offsets, so that when there is a squeeze on budget later on, it can't be reduced - shows a commitment to value the environment.
Offsets from losses to Beeliar Regional Park	Legacy funding programme commitment required to implement measures that may take several years.
Offsets from losses to Beeliar Regional Park	Carbon offsets supported - road construction - traffic use over the life of the road
Provision of walk trails cyclepaths & interpretation	Support the proposed PSP location
Provision of walk trails cyclepaths & interpretation	Separate the "commuter path" from the "recreation path" safely & effectively - ensure commuter one can cater for fast, easy movement
Provision of walk trails cyclepaths & interpretation	Concern about safety of users - particularly women - but generally acknowledge that hard to deal with it's a society issue
Provision of walk trails cyclepaths & interpretation	Ensure the lights from cars don't blind you at night
Provision of walk trails cyclepaths & interpretation	Add educational signs - link to wetland centre & educate about wildlife etc - aboriginal heritage - post settlement heritage
Provision of walk trails cyclepaths & interpretation	Maintain connection of existing routes across highway corridor
Provision of walk trails cyclepaths & interpretation	Ensure people can still use routes during construction
Provision of walk trails cyclepaths & interpretation	More bike racks to lock your bike so you can go for a walk. Also drinking fountains
Provision of walk trails cyclepaths & interpretation	Public toilet (new ones - xeloo?) in NE corner
Provision of walk trails cyclepaths & interpretation	Fitness circuits should be incorporated
Provision of walk trails cyclepaths & interpretation	Could potentially have a ceremonial 'replacement' ceremony for the norfolks if they have to be removed - build it into the interpretive trail
Provision of walk trails cyclepaths &	Promote an etiquette & courtesy on the path

interpretation	
Whole road	1. The road will be ugly - the higher it is the easier it will be to see <u>BUT</u> a) - need to consider barriers along side of road to - reduce noise footprint - reduce bird strikes on trucks - reduce light spill to surrounding areab) - need to consider elevating whole highway through the wetlands above grade because there is no point in increasing the connectivity near Progredd Drive & then running the road at grade after this & therefore cutting the area. Suggest that a minimum elevation of say +/- 1m to allow fauna passage.
Whole road	Suggest - Pushing the road north (see line on other side of page). This will decrease the radius so it will have to be done in conjunction with decreasing the speed limit to perhaps 80km/h
Whole road	Advantages of pushing the road north 1) - Can put noise barriers up along length of road as it will be harder to see/less obstrusive 2) - Avoids the potential cockatoo nesting site near the Bibra Drive cross over 3) - Can elevate the whole road (even if only +/-1m in areas)
Roe Highway Extension - Stock Road Discussion Drawing	Access for pedestrian over North Lake Road because increase traffic. Pedestrian access for local's to Bibra Lake Recreation area. Agree with potential Pedestrian Land Bridge.
	Powerlines under bridge
Whole road	To Roe 7 Connect cycleway
	Bibra Drive Make bridge longer Connect bridge completely Bridge
	<u>Areas of most concern</u> - Split road in two to avoid Norfolk Island Pines + Cockatoo nesting sites - Murdoch Drive Farrington configuration will cause problems for Bibra Drive - Access from Bibra Drive to Roe East - Recognition of camp site for AWAS soliders - Rehabilitation of Hope Rd with DUP's - (military heritage) - Hilly part perpendicular panels cast with symbols + artwork. Have a competition to find artist - Shift road to the south to avoid Norfolk Island Pines + Cockatoo nesting sites - Stan Dixons old dairy farm - If water is moving between lakes then bridge over it
Whole road	- Kids - Fauna movement? - Crossing "natural" unsealed path - Possible land bridge over? - New sealed path on existing tacks - <u>One</u> suggested trough to reduce impact on Bibra lake (ie halfway between North Lake & Bibra Lake) - Keep path - Environment maybe more important than these residents - Table consensus. Miss houses, Norfolk Pines & get further away from Bibra.
	1. Number of Lanes - It was made clear by the workshop facilitators that a 4 lane highway is being designed, and that this is what is going to be submitted to the Environmental Protection Authority for approval. It was also mentioned that there is the possibility that the road could be upgraded to 6 lanes at some stage in the future, but that this is beyond the scope of the present study. Although I understand that the focus is on 4 lanes, I am of the view that the overall alignment and design should make provision for the possibility of 6 lanes. If this is not done now, the negative impacts associated with 6

	lanes later on may be more significant.
	<p>2. Road Reservation - It will be important to ensure that the road reservation is not only wide enough to accommodate the proposed 4 lanes, but it should also be able to accommodate the possibility of 6 lanes at some future stage. Although I am aware that the road reservation was mentioned in the discussions, I don't think that it was discussed in much detail.</p> <p>The focus of discussion was on the footprint associated with the 4 lanes, and I think that it would be wise to also consider the footprint associated with the reservation itself. The reservation is going to be substantially wider than the footprint associated with the 4 lanes, and this needs to be borne in mind when finalising the alignment of the road.</p>
	<p>3. Aboriginal Heritage Considerations - During the opening session of the workshop mention was made of the significant Aboriginal Heritage considerations associated with the area. It was surprising, therefore, that the issue was not identified as a key issue in the breakaway workshop sessions. It is suggested that a follow-up be undertaken with relevant community groups to ensure that this issue is appropriately addressed</p>
<p>1. Number of Lanes - I attended last night's event (very well done) and I went home pondering a problem and I'd like to suggest a solution.</p>	<p>So, how about this? - Have entrances & exits at Bibra Drive. People needing to access facilities on Murdoch aren't overly disadvantaged and the residence at Murdoch Chase will be happy their community has not become a major thoroughfare. Disconnect Bibra Drive at the 2nd Parkway roundabout – the one near the school. This would require everyone coming down Bibra Drive to turn left at the 1st entrance to Parkway (near Meller Park). This is another major thoroughfare for Bibra Lake residents and not an inconvenience to them; but an obvious inconvenience to non-residents. For Bibra Lake residents south of the 2nd roundabout, they would need to detour thru the suburb or they could continue on the Roe to the North Lake exit and enter Bibra Lake from the south.</p>
	<p>If the road is going to be built over this fragile ecosystem a 1km suspension bridge may be the only suitable solution. This is only if it can be built with few footings, and minimal destruction to the wetlands below. The \$550 million will not be enough for this 4 km of highway so they should put in another \$1Billion for the bridge. They may need to close some public hospitals and schools, but it will be great for the economy and contractors for the 5 years whilst it is being built.</p>
	<p>Jenga disagrees the road should be placed over Hope road which is in a terrible state. \$550 Million should be increased to make the 2 swamps look like real lakes again especially in summer.</p>
	<p>This design and the overall design of the road is actually pretty good. Im glad they are fully completing the design properly and not taking shortcuts (like they did when there were traffic lights on the kwinana freeway!). I do like the connection of Murdoch Drive and Bibra Drive off Roe highway to the new Fiona Stanly hospital.</p>
	<p>Cant get some of the project plans to download consistently today so frustrated. It looked to me on the plan linked to this discussion forum as though there are no entries or exits for the Roe off Bibra Drive, whereas they were more clearly drawn in on the discussion drawing from Design Workshop 1. Do hope that if the Roe will be foisted upon Bibra Lake residents via the Hope Rd route that we will get entries & exits. & that it is submerged as much as possible over our hill for noise reduction (is it right, as I read on another forum, that greater measures are being taken than usual for daytime noise dampening using concrete buffers?) But dont know how that can be achieved at the same time as the necessary elevation</p>

	<p>above the Lakes for our Wildlife. Still wish Farrington Rd could be used instead of Hope Rd. Losing all hope in the consultation process - it is all a sham & thats why less people are prepared to interact with SMC. Whats the point. Nearly vomited when we read in the local paper how many millions has been thrown at SMC for the next couple of years; money that could be so much better spent on valid community projects instead of over-subsidised spin merchants & data regurgitators. Nice people, cute website & good communications but invalid reason for existance.</p>
	<p>I am a 1st time commentator although I am a stakeholder in the North Lake - Bibra Drive section.I have owned property in North Lake since 1992. During this time I have seen the 2 lakes flooded across Progress Drive in the early 90’s and recently near dry late this decade at Bibra Lake. Not much else other than great efforts by the local wet land organisations has helped them. In my view Roe 8 offers an opportunity, not a threat. I am Australian, lived in Perth since 1980, there was no Henry Bridge when I arrived. I worked on the construction of Adventure World and the West Coast Highway ended unpaved at a Caravan Camp. Many of us may wish Perth was still 1980. In 1980 my mother-in-law wished it was 1940..... As a “local” and accepting that not too many persons outside Bibra & North Lake suburbs really give a toss about this Roe 8 section. A couple of hundred locals are not going to stop it this time. Traffic calming on Progress Drive is because of the “short cut” Hope Road & Progress Drive offer. The Roe 8 will reduce local traffic. So I believe the thing to do is get the most benefit we can for the wetlands by pushing for enhanced environmental management. I do not support the Roe 8, I do not need it. But I do believe it can have positive local natural and environmental spin-off. I will not actively campaign against it. I will accept it with benefits.</p>
	<p>Good comments hangzrite, Im also a local to Bibra Lake and can see the good points of Roe Highway going through. I bought at cheap prices as it was what I could afford at the time and knew the road was planned nearby. There are alot of people on here and in my area trying to push their opinions onto me and had even someone knock on my door telling me to protest etc. I support the extension going through as not only it benefits me but also the rest of the state. I know there will be always people that do not like change e.g when they wanted to stop the freeway extensions, the northern and southern railway, and now this. Sometimes you have to look at Perth as a growing city... People need to move forward and live.</p>
	<p>Thanks Leo, I am actually an absentee owner at present, however my family will reside on Progress Drive, at the near end to this Roe Highway within the next 2 years. I have been happy that the Roe extension did not proceed yet. But equally not unhappy that it may do now. Make them spend some \$. The 2 lakes could become landmark conservation efforts. The time is right. This particular forum is about design change comment on the Bibra - Nth Lake Section. I have 3 comment on the design at this point. 1) No access ramps at either Bibra Drive or Progress Drive are a good thing. 2) Hope Road is a no through road from Bibra Drive to terminate at the Wetlands Education Center. Provide some parking. Also a good thing. 3)Any enhanced public recreation facilities, such as bike paths etc should be at Lake Walliabup, keeping Lake Coolbellup in a more natural state so both lakes support differing recreational uses from roller blades to bush walking.</p>

Just a few last minute comments to the above discussion. The wetlands, and there is over half a dozen in the vicinity of the road project area, naturally experience fluctuating water levels. When Benedict von Bibra came across Bibra Lake in 1843 he described it as a wide depression which would probably become a lake of some 6ft deep in winter. The wetlands, lakes, swamps, drying out is not a sign of degradation. The flora and fauna are adapted to live in these conditions and in fact there is a greater variety of fauna because of the varying water levels, eg waders moving in to the receding waters. It is not true that the majority of people against Roe live in the affected 'catchment' area. Over 60% of people attending the rally in October last year came from outside this area and indeed from all over WA. Concern for the environment is not a localised issue. You cannot enhance wetlands by covering them with a six lane road. Several wetlands will be completely destroyed and disruption to the extensive groundwater flow will affect the others. Lights, air pollution, noise and runoff spread the effects far from the roadside. The entire concept of enhancing the environment by ploughing a road through it is abhorrent. The so called enhancements proposed by SMC are already occurring through community , council and DEC. Finally, destroying the environment does not equate to moving forward or 'progress'. Research now shows that these natural areas are vital to the well being of the population. Protecting and conserving natural areas such as North and Bibra Lake Reserves would really be a sign of great progress for our society.