

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



Location/Area of interest	Reasons For My Concern	Suggestions
Total plan, as I don't live in the area, so not pressured on any one location. I don't know the local issues.	I believe the road is necessary for trucks, etc. I am extremely concerned about the environmental issues. Are there alternative routes being considered to reduce the impact on birds, plants etc. I consider that if a dog leg type of direction is better, then use it.	If this particular road is used, I believe that a raised bridge over the worst affected areas would be preferable - I have read that this is quite possible.
Roe Highway meeting Stock Road for cars going South.	Noise from stop-start traffic.	Some way of slowing down without stopping cutting down air brake noise and car noise.
Stock Road/Roe Highway Intersection.	Presently to access the Coast from 6km inland requires a very roundabout route to access the Coast South of Fremantle .	The design here should allow for Roe Highway to continue through to the West. A report is pending I understand for the Highway to extend to Cockburn Road to carry freight to Henderson, also allowing Community access to the rapidly developing Port Coogee - as Whitfords Avenue does to Hillaries Boat Harbour and 6 other Roads North of the River do to the Coast, South Street and Canning Highway are the only Roads South of the River that connect inland Residents to the Coast directly.
All of it. Concern Air Quality - Sea Breeze Blowing Fumes, Toxins etc., Blowing over noise wall onto my property. How will you stop that?	Noise Pollution loss of habitat (ALL species). Loss of spirit land. Loss of tranquil environment. Destruction of greenbelt. Loss of visual beauty. Loss of birds, birdsongs. Loss of windbreak i.e. trees. My little wooden house will become uninhabitable because of <u>Noise & Pollution</u> . How will you stop pollution hitting me on the seabreeze?	Save as much habitat and vegetation as possible. <u>Sink</u> the Road so far that I can't hear it i.e. Return walls. DON'T PUT THE ROAD THROUGH. Acknowledge the wishes of the Aboriginal people and stay out of the area! Lets retain the soundness of this area - keep a greenbelt like Samson Park. Coolbellup Park.
All of it. Concern Air Quality - Sea Breeze Blowing Fumes, Toxins etc., Blowing over noise wall onto my property. How will you stop that?	We need our greenbelts more than we need a Road which only speeds up our lives. Nature slows us down and we are destroying it. Loss of Black Cockatoo Habitat and feeding ground. Loss of insects that still may not have been named. Loss of plants - Orchids, Woody Pear Trees. Horrible lights at night from the Road - If the road is sunk - will the lighting be disguised so I;m not looking at it?	I cannot think of any good reason for the road, it will impact my life so hugely. I may have to sell my property and this project will affect the value of my property. If the project will go through you should be planting trees now!!!
All of it. Concern Air Quality - Sea Breeze Blowing Fumes, Toxins etc., Blowing over noise wall onto my property. How will you stop that?	How will we walk our dogs - we are used to walking through this area as recreation.	How will you help me to be able to live the life I live - grow vegetables etc., without severe impact - forget the ROAD.
All of it. Concern Air Quality - Sea Breeze Blowing Fumes, Toxins etc., Blowing over noise wall onto my property. How will you stop that?	Splitting up the community so we have to negotiate a big road. If you have to put the thing through - We need to move away from Car use to more Public Transport. Look at Portland where they took out the Freeway. Let's take it out before it's built.	WHAT ABOUT LIGHT RAIL? What about widening another road that we already have!?? WHAT ABOUT VALUING <u>PEOPLE</u> instead of CARS - Why create more noise and pollution by putting a road here. Lets ALL SLOW DOWN and value personal health and safety instead of worshipping the movement of cars and trucks.
The location on the Map is satisfactory.	No.	Make the habitat as safe as possible. Make sure the Roe Highway goes on it's original plan to Fremantle.

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



<p>Include Bibra Lake, include North Lake Road intersection. Fauna and Flora wetlands environment. Elevated overpass/bridge.</p>	<p>My interest is really associated with the "environment", traffic, congestion, etc., related to Leach Highway. I consider Roe Highway must proceed to alleviate the problems and concerns. Only this morning, whilst coming to this Workshop - 2 road/vehicle accidents on Leach Highway at two intersections - Traffic on Leach <u>now</u> has increased beyond the initial planning and construction and intention of Leach. Roe is an alternative to Leach with traffic lights, hills (e.g. Stock Road intersection) and North lake intersection.</p>	<p>I believe Roe must go ahead fully to Fremantle Eastern Bypass, if only to alleviate Leach/High Road. BUT there will be environmental concerns.</p> <p>Workshop 3 is of significant interest to me too.</p> <p>Widening and construction High Road (East Fremantle) and Stirling Highway intersection so hardly an option considering residential and suburban therefore, Roe must be a firm option to overcome problems with higher density living.</p> <p>Environmental issues are a problem which ever way construction proceeds.</p> <p>Can there be a WIN - WIN situation?</p>
<p>Lighting.</p>	<p>Effects on residents - residual lighting.</p>	<ul style="list-style-type: none"> - Limit - re effect on residents. - Ensure adequate lighting. - Raised areas are of concern. - Area on Stock Road and Forrest Road currently quite dark and don't want light flooding.
<p>Earthbunds/walls/cuts.</p>	<ul style="list-style-type: none"> - Feels close and unwelcome. - Feels enclosed. 	<ul style="list-style-type: none"> - Slope walls/earthbunds. So can landscape. - No straight down walls where possible. - Reduce graffiti.
<p>Overpasses and structure - aesthetic (visual).</p>	<ul style="list-style-type: none"> - Don't make it look like concrete/sterile. 	<ul style="list-style-type: none"> - Local artists.- Try keep bushland along side of road.- Retain as much remnant bushland on side of roads.- Landscaping.- Keep bushland feel/look.- Get schools involved in road artwork. (large indigenous population).- Community involvement in artwork.- Indigenous feel.
<p>Increase opportunity for retained bushland/or parks.</p>	<p>Aesthetic and community value.</p>	<ul style="list-style-type: none"> - Make residual remnant bushland available for public usage on edge of road reserves. - Make area available for dog walking. - Landscaping. - Shared path increase to 3m. - Retain "feel" of bushland. - Usable for community e.g. Park.
<p>Overpass at Ronaldo Reserve.</p>	<ul style="list-style-type: none"> - Pedestrian and cyclist access. - Access to Ronaldo Reserve and the School. - Coolbellup Community School. 	<ul style="list-style-type: none"> - Overpass for pedestrian and cyclist access.
<p>Whole section.</p>	<ul style="list-style-type: none"> - If massive cleaning etc., to occur. - Make space usable (e.g. Park area). - Make visually aesthetic. 	<ul style="list-style-type: none"> - Park reserves. - Walkways. - Make a local amnity. - Usable.
<p>Pedestrian Paths.</p>	<ul style="list-style-type: none"> - Require access on Soth to other side opposite to North going to HSH. - Make pretty. 	<p>South side of Roe Highway Extension. See earthbund area pictures No. 2.</p>
<p>From view (highlighted on picture other side).</p>	<p>Hear and see Trucks.</p>	<ul style="list-style-type: none"> - Screen. - Landscaping. - Fencing. - Reduce <u>NOISE</u>. - Earthbund or wall? - No colourbond. - Need something dense/solid. - Over height of an ordinary fence.
<p>Traffic Lights.</p>	<ul style="list-style-type: none"> - No stopping. - Truck Noise. - Increase in Trucks. 	<ul style="list-style-type: none"> - Alternative to Stop/Start.
<p>Intersection Council Road to Stock Road.</p>	<ul style="list-style-type: none"> - Impossible to turn left or right onto Stock Road. 	<ul style="list-style-type: none"> - Overpass or underpass to gain access North. - Overpass or underpass joining local road running parallel to Stock Road that joins Ralston Street/ or make another road in vacant land. - Need connectivity West to East, East to West.

<p>Public Transport / Forrest Road.</p>	<ul style="list-style-type: none"> - 581 along Forrest Road now - What will happen to this? - Light rail along the alignment to e.g. Airport and Stock Road. - If Bus routes change: want access to: Hamilton Senior High School. - How do people living near Forrest Road, North Lake Road and Coolbellup Avenue get by Bus to Fremantle and/or Gateway Shopping Centre if the existing Bus along Forrest Road is removed? 	<ul style="list-style-type: none"> - To encourage more Public Transport use. - Important place to service for local suburbs. - Must cater for residents from coolbellup and Bibra Lake and surrounds. - Need integrated pathways from Bus stops to peoples' homes i.e. Linked to paths. - Would like better Public Transport (in general) to Adventure World.
<p>Rotation 1: Future impacts of further entrance West of Stock Road with 6,000 Trucks per day. Is the Inner Harbour Link workable and how will traffic access Cockburn Road?</p>	<ul style="list-style-type: none"> - Heavy traffic issues. - Resumption of houses. - Property values. - Public Transport. - Get traffic off Leach Highway and South Street. - Efficiency. - Don't see how this will help Trucks get into Fremantle. - Local connection. - West Link to be lower Arterial Road. - Winterfold Road to in traffic. - Phoenix to have 40% more traffic. - High Street main issue. - Leach Highway. - Stock Road Highway. - Port development - Kwinana and Fremantle (at 32 James Point). - No F&B - was best s/n to Port. - Not talking about carrying 6,000 Trucks West of Stock Road. 	<ul style="list-style-type: none"> - No land resumption along Forrest Road. - Partial tunnel option to Fremantle. - Access to Cockburn Road. - Continue further West not on Phoenix. - Lower standard Road West of Stock Road. - Upgrade of High Road and Stock Road as Highway. - Decrease traffic on Leach and South Street.
<p>Rotation 2: Changes to traffic patterns on Stock Road.</p>	<ul style="list-style-type: none"> - Impacts on Carrington Street? - Increase of traffic on Frederick Road - needs to be upgraded. - Increase in traffic on Winterfold Road - needs to be upgraded. - Increase in traffic on Phoenix especially during construction. - Access to Stock Road from local road - Council Road in particular. - Bus impact 590, 540. - Increasing elderly population in Coolbellup e.g. along Stock Road. - Department of Transport doing study on Stock Road. - Not 6,000 trucks going North on Stock Road. 	<ul style="list-style-type: none"> - Access to Stock Road from Council Road underpass to local road or Ralston Street. - Pedestrian and walking access especially for the Schools. - <u>Noise</u> at intersection of Stock Road and Roe Highway Extension needs to be addressed. - Set of lights at Roe Highway Extension is Stop and Starts - Decrease the stop and starts in area. - Noise in general. - Noise levels effecting the SHS needs to be addressed. - Broader obligation of project on broader area not just area to be developed
<p>Rotation 3: Future impacts of further extension West of Stock Road with 6,000 Trucks per day. Is the Inner Harbour Link workable and how will traffic access Cockburn Road?</p>	<ul style="list-style-type: none"> - Stock Road to the North.- Traffic on Rockingham Road.- Increase of 39% traffic on Phoenix Road.- Increase of traffic on Southwell Crescent - power line across Stock Road.- High load access - where are they going to go? 	<ul style="list-style-type: none"> - PBS vehicles to Ports. Kewdale - Port is reduced by 30-50% of freight.- \$2 billion Port to remain and grow.- State asset.- Local Council has some say.- HIGH ROAD needs to be upgraded to progress.- Ship Building area.- Need designated freight route.- Upgrade Sotck Road/Phoenix Road.- Increase height of power lines across Stock Road.- Main Roads WA can ask for underground power access.- Minimum of 6m (increase).- Need to upgrade roads West of Stock Road - local traffic management.- Southwell Road and Phoenix Road and Rockingham Road.- For heavy vehicles: Stock Road and High Road critical upgrades and developments.- Last mile - HIGH ROAD needs to be upgraded.- Designated freight route.
<p>West side of (Stock Road) Forrest Road (Blackwell, Southwell)</p>	<p>180, 180A, 182, 184 and 186 Forrest Road - Property valuation.</p>	<p>"Vacant land opposite" - What's the Plan? "Public Transport" - Don't take it away.</p>

<p>No large vehicle access!</p>		
<p>Cyclists and Pedestrians: Need access for non-vehicle movements North to South and vice versa.</p>	<p>Can't cut off community.</p>	<ul style="list-style-type: none"> - Consider two pedestrian crossings between Coolbellup Road and Stock Road and two between to encourage and make it easy. - Conflict between pedestrians and cyclists means they may need to be separate. - Consider all age groups and needs/disability. - Currently live in Bibra Lake and Brother lives in Coolbellup and will need to access through North Lake. - Connect people to activity centres using the most direct route. - Well used pedestrian paths want to see maintained. - As area is cut so overpasses are more practical - and this is a preferred option (safety/lighting). - Stock Road/Roe Highway interchange is it going to be accessible to public? Trail bike issue (stealing/burning). - Lighting critical in areas of pedestrians/cyclist movements to make them feel safe at night. - Takes child to school, lives South of Roe Highway, school at Coolbellup Community currently up Forrest (Trucks) up Coolbellup. Trucks will go off Forrest which is a positive. - Is throwing rocks from pedestrian/cyclist overpass going to be a problem? People do not want to feel caged in - perspex is a better option but can be graffitied/scratched still allows airflow. - 3m wide standard width (PSP) if this is provided it should address conflict with pedestrians/cyclists. - Pedestrians generally stick to the left and fast cyclists '200m' past. - Pedestrian access over/under North Lakes Road. - Like the underpasses at Kwinana Freeway at the train stations safety aspect. Keep riding. - More than one option over Roe Highway to link people in the Forrest Road area. - Like the idea of overpass as its visible whereas underpasses can be a generator of anti-social behaviour. - Will the area around Stock Road and Roe Highway become public open space? - Improve fencing around residential areas to try to prevent people getting in to riding trail bikes or anti-social behaviour. - Improved CCTV at overpasses. - Overpasses to have sides but not to be fully enclosed. - Reducing footprint with spirals on overpasses. - Access for everyone - cyclists, pedestrians, disabilities, prams and dogs.
<p>Access to Hamilton Senior High School.</p>	<p>- Bus route to High School? <u>No</u> access <u>only</u> Phoenix.</p>	<ul style="list-style-type: none"> - Diamond intersection at Phoenix road will be good for Bus route and access route. - Connection point of view <u>Forrest Road</u> good for access point. - Trucks are a concern. - Is there a bridge (footbridge) at bus route to school or just a bus route <u>only</u>? - We need to liaise with Cockburn Council and School to get a clearer indication of access to the West.
<p>Stock Road.</p>	<p>Noise Management.</p>	<ul style="list-style-type: none"> - Road surface - <u>No</u> chipseal - Suggest open road asphalt. - Build noise wall on bridge Stock Road.
<p>(4th Rota) General Discussion Stock Road.</p>	<p>Traffic.</p>	<ul style="list-style-type: none"> - Traffic worse as we get into Fremantle. Need to deal with that. - Stock Road not adequate to deal with traffic flow: <ul style="list-style-type: none"> - Shouldn't have lights slows traffic. - Will discourage trucks from using this route. - MUST plan for upgrading Stock Road (e.g. removing lights etc) NOW. - Lighting - use low lighting and/or that's angled downwards to reduce impacts.

<p>(4th Rota) General Discussion Stock Road.</p>	<p>What should it look like?</p>	<ul style="list-style-type: none"> - Like re-vegetation of batters (see Map).- Cut - better than on ground.- Push road to one side of MRS Reserve with noise walls on that side. Then slope up on other side (revegetated batter) and have cycle path on that side and retain existing vegetation on that side.- Not ugly - vegetation may make it look better.- Connectivity - footbridge cross over retained.- Protect the GSM Habitat from air quality impacts especially and potentially turn into a learning/education centre. (Enclosed but open at North West side) and enhance GSM habitat in two where Forrest Road is removed.- Security issues at school.- Instead of creating barrier to road and people. - Integrate / connect the remaining vegetation e.g. at Stock Road interchange. - Make it accessible to community.- Don't waste remaining / revegetation areas - open to community uses e.g. in Europe and US of breaking down barriers to land uses - transition to land uses.- Isn't the road fragmenting this area?- Make sure have connection to Coolbellup and Industrial Area South of this section of the extension (e.g. the fly-over of Coolbellup Avenue/Sudlow Road).
<p>(5th Rota) Recreational Trails.</p>	<p>If Trails? (See Map)</p>	<ul style="list-style-type: none"> - May sign post areas of Aboriginal significance. - Using leftover areas of the MRS road reserve as community space. - Make trails along this section to allow connectivity between this area and the recreation. - Make it as easy as possible for people to cross and get to school. - Put an additional walking/cycling overpass to Coolbellup Avenue and North Lake Road because lots of people going to school (Coolbellup) on North side of road live on South Bibra Lake. - For travel to Hamilton Hill School, make sure intersection at Phoenix and Southwell Road is able to handle all traffic etc.
<p>1) Need footbridge for East-West access to Hamilton Hill Senior High School point is obvious I think. 2) Moths (Graceful Sun) Habitat. 3) Carnaby Cockatoo nesting sites. 4) You need a connection between North and South I think! (See Map)</p>	<p>I am especially concerned about points 2) and 3). We seem to treat our earth with disdain.</p> <p>Question: How will students from the South of the new proposed road get to Hamilton Hill Senior High School?</p>	<ul style="list-style-type: none"> - Let's privilege the earth rather than our self-interest. - We need to question the efficiency of this plan - I am yet to be convinced that destruction of habitats in this area is justified. - In our discussion group the point has been raised that the freight industry won't use this road. <u>WHY</u> are we - looking at a plan that was proposed 55 years ago? We should be celebrating the fact that by chance there is a road reserve and use it for the good of the earth and its creatures. - It's also been suggested in my group that the Carnaby Cockatoo nesting trees can be cut down and replaced - after all, it will only take more than 50 years to develop new nesting hollows!!
<p>Forrest Road.</p>	<p>Access along Forrest Road to Cockburn Road.</p>	<p>Continue Forrest Road to Cockburn Road. Call it Roe Road or extend Roe (i.e. Roe 9).</p>

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



Stock Road.	Worksafe Clearance issues for Construction. (See Map)	Transmission: (Blue writing on Map) - Clearance to Noise walls and Raised level of Stock Road. - ST-SF 81 Forrest and Southwell Crescent intersection potential impact. - Potential impact from intersection works SF-APM71, 66kv. - Earthworks to sink Roe below Coolbellup Avenue. - ST-SF 81, 132kv - APM MYR 71, 66kv - Clearance to Noise walls. - Potential Impact from road works. Distribution: (Red writing on Map) - Low voltage distribution. - High voltage and low voltage overhead distribution. - High voltage and low voltage overhead and underground cables affected.
1) Forrest Road 2) Sudlow Road immediately South of Roe. 3) Forrest Road. 4) Whole Road. 5) Phoenix Road.	1) Bus access to Hamilton Senior High School. 2) Will there be a cut at top of hill? For local access, safety is an issue and it will be good for access if road is at consistent level. 3) Route to Fremantle. 4) Port access. 5) Traffic impact.	1) Discussion with Transperth to find solution. 2) Reduce Sudlow Road level. Put cut through hill. 3) Continue. 4) Continue through to FEB and Stirling Highway. 5) No answer on sheet.....
1) Whole Road.2) Whole Road.3) Whole Road.4) North Lake Road Intersection.	1) Bottleneck effect.2) Traffic congestion over 60,000.3) PER consideration of Western Power Plans.4) Insignificant cut?	1) Restrict to two lanes.2) Over 60,000 - 3 lanes required.3) Consult with Western Power before submission of PER.4) Needs to be deeper for North Lake Road.
1) Whole Road. 2) Existing Footbridge upgrade near Ralston. 3) Roe Highway and Phoenix West of Stock Road. 4) Length of Road. 5) Noise walls. 6) Section B-B.	1) Access during construction. 2) Not clearly marked on drawing. 3) Height of power lines must be raised to accommodate heavy haulage. 4) Graffiti on noise walls. 5) Looks unattractive. 6) Groundwater usage.	1) Keep local community informed. Plan properly. 2) Highlight as per overpass near cross-section B-B. 3) No answer on sheet..... 4) Plant thorn bushes at bottom of walls. Boganvillia. 5) Use artwork and design. 6) Make use of groundwater in some kind of water feature.
High wide load provision for Roe Highway on/off ramps: 1) Roe.	1) Access to and from Port for high wide loads. Minimum 6 x 6m - (access to both existing and new part). 2) Access through to Kewdale and marshalling yards in Northam. 3) Access along High Road. 4) End-to-end design.	1) Provide for access. 2) End-to-end design. 3) High wide access along High Road. 4) Transport Forum insist on high-wide access. 5) SMC to liaise with Heavy Vehicle Advisory Group regarding high-wide access. 6) Get past the 'last mile' and include local Councils.
Local Traffic Management - General.	1) Good traffic management during construction. 2) North Lake Road near Kwinana Freeway, Beeliar Drive near Kwinana Freeway.	1) No closures or restrictions when work is not happening. 2) Way too busy, needs to be rectified as part of Roe Highway Extension.
Sudlow Bridge. Essential in final proposal.	Access during construction. During Construction.	1) Sudlow, Coolbellup link must be maintained throughout. 2) Waverley Road/Farrington Road connection to North Lake Road currently congested, must be maintained during construction (access to Freeway and via Farrington). 3) Forrest Road continuity / via west connection ok. 4) Council Road/Stock Intersection will be a problem. Traffic will use Winterfold which will need upgrading. 5) Must maintain access to Bibra Lake for recreation.
Trucks and additional traffic will lower tone of Coolbellup and Hamilton Hill. Will destroy suburbs.	Will carve suburbs up.	No impacts on wetlands.

<p>a) Full length of Roe Highway Extension and Intersections, including Bridges.</p>	<p>a) Need to ensure principal shared path (PSP) connects to existing Roe 7 PSP, so that Bicycle Riders can travel regionally and locally, and Pedestrians travelling locally. (See Map)</p>	<ul style="list-style-type: none"> - Provide 3.0m Red Asphalt PSP on the Northern side of Roe Highway to minimise the need for Bicycle Riders to cross the Highway. - Given the number of vehicles expected all intersections need to be grade separated. - Need to look at future of Stock Road - If it is to be upgraded to Freeway standard as mentioned earlier then PSP needs to be considered on Stock Road too. - Need to look at Pedestrian links from either side of the Highway - suggest discussing with Local Community to make sure there are enough Pedestrian / Cycling facilities across the Highway. Is a Bridge needed between Coolbellup Avenue and North Lake Road? - Section of Highway between Stock and Coolbellup seems close to Northern Road Reserve boundary. Will there be enough room to fit in a PSP? Do we need to move it South to fit it in? - Support Pedestrian / Cycling shared path crossing the Highway between Stock and Coolbellup.
<p>Stock Road / Roe Intersection.(See Map)</p>		<p>1) West bound traffic on Roe should not have to stop at a right angle intersection at Stock Road. This intersection should be redesigned to contain now what will be required when Stock Road is upgraded in future years to handle traffic in particular Trucks (including heavy haulage) access to a future Southern Port.2) In sinking Roe from a point East of Sudlow to Stock Road width of the Road imprint in this area should be restricted by supporting the existing material ground and vegetation with vertical retaining walls set a mm distance back from the road edge. The Roe should be sunk to avoid / minimise environmental damage, noise pollution and retain significant views from existing residential areas.3) The Eastern Roe access ramps onto Stock Road should be moved West to avoid and provide an adequate buffer to the Sun Moth Habitat.4) Need to clarify future ideas to provide Port traffic access from the end of Roe 8 at Stock Road to the Fremantle Port area. Truck traffic on Leach Highway and South Street is all ready nearing maximum for residential areas and the number of schools that exist on Leach - i.e. health concerns from truck fumes. Refer Local Paper in Cannington / Shelley / Wilson area Sept 2008 and State Governments promise to ban Port freight trucks on South and Leach Highway East of the Freeway - February 2005.5) Where practical vertical noise barrier walls should be avoided - Natural forrestation / plants be used to retain the existing view / outlook from residential area.Comments on North Lake Road Intersection with Roe depends on what is decided on them for elevation of Roe across the Lake area to East of North Lake Road.</p>
<p>Linkages to existing Roads.</p>	<p>What does it connect to? Where should the Road connect?</p>	<ul style="list-style-type: none"> - Forrest Road not to be disconnected - Disappointed. - Phoenix Road should be connected to Roe Highway Extension - need for some West of Stock Road. - Footbridge connection needed between North Lake Road and Coolbellup for access to Coolbellup School and Shopping Centres.

<p>a) Disconnection of Forrest Road. b) Disconnection of Phoenix Road and Stock Road. c) As marked on Map (c). d) High School access as marked (d). e) Road Surface Material.</p>	<p>a) Disconnection of Forrest Road would cause additional traffic impact on Phoenix Road, Spearwood Avenue and Winterfold Road. b) Disconnection of Phoenix Road and Stock Road would cause even more traffic impact of Spearwood Avenue and Winterfold Road. c) Impact to this existing access is not known. d) Closure of High School access will impact on School Buses and Cars. e) Noise issue to residential area. (See Map)</p>	<p>a) Measures must be adopted to upgrade Phoenix Road, Spearwood Avenue and Winterfold Road in order to cater for the additional traffic; study needs to be carried out to determine whether Forrest Road needs to be reconnected? B) Need to upgrade Spearwood Avenue and Winterfold Road; diamond interchange needs to be considered for intersection of Phoenix and Stock Road. c) Needs to remain access for local. d) Comprehensive studies and consultation should be carried out with the School and Community to find a better solution to link the access to the High School. e) Quieted road material should be used for road surface throughout the area.</p>
<p>a) Disconnection of Forrest Road. b) Disconnection of Phoenix Road and Stock Road. c) As marked on Map (c). d) High School access as marked (d). e) Road Surface Material.</p>	<p>Western access by Forrest Road will be deleted. Forrest Road is a well developed facility and should <u>be preserved at least West of Stock Road</u>. The link between Coolbellup Avenue and Stock Road is still important in my opinion.</p>	
<p>Question 2: Form of Highway PSP's etc., What does it look like?</p>		<ul style="list-style-type: none"> - Grey concrete wall is good for retaining wall painted neutral colour. - Trees should be trimmed back between North Lake and Coolbellup. - Check if there are access footpaths bridge across half between North Lake and Coolbellup? If not is it possible to build? - Road surface should be Asphalt (Noise Resistant) especially in the Housing Areas.
<p>Question 3: What are your issues and suggestions including constraints and opportunities?</p>		<ul style="list-style-type: none"> - Main Roads Design / Visual Amenities on existing Highway's are welcome to be used on Roe Highway Extension. - More Footbridges. - Phoenix Road Interchange in the future should be a diamond interchange, which will provide a good traffic connection to both Stock Road and Phoenix Road. - Required services PSP very important!!
<p>Stock Road to North Lake Road.</p>		<p>I would like to see the proposed pedestrian landbridge between Sabastian Drive and Fovillion Avenue to be made definite, and have provision for Cyclists. I would also like to see pedestrian and Cyclist access on the bridge between Ludlow Road and Coolbellup Avenue. I would also like to see a footbridge approximately midway between North Lake Road and Coolbellup Avenue. It seems as though the housing is continuous on the Western side of Roe Highway Extension, but if a gap could be found, a footbridge could be constructed from this to any point on Malvolio Road. There could be an existing walkway between Paddington Court and Rainbow Gardens. If so, a connection could be made with this if a gap in the houses coincided with this. To combat the surface noise from vehicle types on the Roe Highway Extension, between bitumen resurfacing would be desirable.</p>
<p>Stock Road to North Lake Road.</p>	<p>Noise attenuation at the rear of my property at Glasshouse Crescent, Bibra Lake.</p>	<p>Discussion with Project Advisors has alleviated my concerns.</p>

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



Stock Road to North Lake Road.	Increase of traffic on North Lake Road both ways - towards Bibra Lake and Kardinya.	Please use maybe stepped retaining walls to keep as much of the vegetation as possible. Please also incorporate a Cycle / Walkway. I like the walls that have been used near the Kenwick Link, the old copper look with some art work - perhaps some link to Aboriginal Culture in the area. Link cycle ways between the new section and the old.
Stock to North Lake.	Loss of vegetation and noise.	(See drawing).
a) Forrest Road. b) North Lake to Stock. c) Stock Road.	a) Local traffic across Stock Road with Forrest Road deleted. Extra load on Winterfold and Phoenix. b) Not deep enough cut. c) Clogged Port, Fremantle, Leach and Stock.	a) Keep Forrest as a local traffic Road - include speed reducing devices. Could go under Stock and alongside Roe. b) Cut Roe deeper - better view, better noise solution. c) Tunnel from Port to Stock. Make Stock and Freeway. (See drawing).
Stock Road to North Lake Road.		Use vegetation where possible. Artwork to places to reduce possible graffiti. Cycle and Pedestrian paths. (See Map).
	Shared path and fauna movements	Growing vegetation retained
		Light rail Fremantle to Kwinana allow for future
		Is there a bus route on Roe 7 would it continue on?
	Preserving environment - - vegetation - carnaby's cockatoo - western swamp tortises - nesting hallows (artificial)	
		Revetation with specific trees that provide food for fauna species like Marri, Pine & Banksia
		Start planning now and not wait for the project
		Mocnnich Coure & Malviloio Rd potential for enhancement
	Air pollution	
	Bandicoots disapperance - low growing bushes - understurdy - minimise clearing	
	Bobtail skink	
	Fire break required? What constitute.	
Fencing/Boundary	Reduce trail bike riders & children running across	Fence area to restrict this
Council Rd Access to Stock Rd and Hamilton Hill to East & vice versa	- Business needs - Access needs - Lcoal connectivity - Hard to get to Hamilton Hill from Council Rd	- Ralston Rd - (can continue at current) needs to be connected - Council Rd main road for access to maintain link - Overpass from Council Rd to Ralston St - Make intersection easy tp manouver from Council Rd - Need adequate access for pedestrians & cyclists - (I on map potential access points) - Council Rd to go under Stock & on the other side have access L or R. Maybe have access to local road running parallel to Stock Rd to the south.
Access to Hamilton Hill from X (on map)	- Want to get to the school without handling heavy vehicles - Do not want to negotiate crossings	- Local resident access west of RHE to go from RHE to amilton Hill - Negotiation of turn from Council Rd to Ralston across Stock Rd - Pedestrian & cyclist access to be maintained/enhanced - south of RHE (maximise access) - Cycle path along Coolbellup Avenue
Link onto Stock Rd - ramp	- (X on back of map) - Traffic lights - breaks efficence & flow on - Raised ramp will increase noise - Reduce noise for trucks stopping & starting	- No traffic lights on Stock Rd so not to break flow - Increase efficence & reduce stop/start & reduce noise + speed - If fairly sharp curve it will stop speeding
Connection to Forrest Rd	- Noise, increase traffic - Not needed as adequate access - Reduce 'idiots'/hoons	- No access to Forrest Rd - Ensure public transport is maintained as is currently along Forrest Rd

		- Good cyclist access
		Light rail while they are building the road - Connect the east - west
		Traffic calming on local roads
		Improve the lighting at Coolbellup Ave
		Fixed speed camera's on the highway, to ensure trucks cant barrel down the highway
		Man made nesting area's
		Underpasses for wildlife
		Pedestrian and cycle paths are preferred away from the busy road so you are not breathing in exhaust fumes. The examples shown in the plan are good examples
		Land bridge may need more maintenance, needs to use water wise plants
		Simple and aesthetically pleasing ped/cyclist crossing are preferred to the sort of examples shown on the plan. Extra earth may require bridge to need extra structural strength.
Waverley/North Lake	Intersection of Waverley/North Lake is already heavily congested, difficult to get from Coolbellup to Farrington to Kwinana Fwy. How will it be addressed as it not shown what is proposed.	Currently as Coolbellup reserve we access Kwinana Fwy @ Waverley but will probably use Coolbellup - Phoenix - North Lake to Roe Freeway - this will be a change but may be a good option.
	Concern about speed of traffic on Coolbellup if traffic increases this is a quiet residential area.	Already traffic calming done recently - support traffic calming being reinstated at Coolbellup/Roe location (north of Forrest intersection)
	Aesthetically could power be realigned with the cooridor whilst the work is being done - take power out of residential area.	
		- Where noise barriers are required it would bve good to see art work incorporated and native vegetation. - Earth mounding with vegetation is more aesthetically pleasing but may require safety fencing for kids.
		Can energy be generated by trucks using the road?
		Can there be a passenger rail line from Cockburn Central Station to Fremantle?
		Public art.
		Pedestrian (PSP)'s away from the road.
		Pedestrian access on both sides. Further away from road possibly elevated.
		Water feature in front of sound wall to deter people from putting graffiti on the wall.
		High mounds with foliage on top. Natural looking good noise barrier.
		Vegetation can help control erosion. Ensure the vegetation covers it quickly.
		Simple and aesthetically pleasing.
		Vegetation - anything to prevent graffiti.
Forrest Road/Coolbellup Ave	I am happy to have Forrest Rd stop & Coolbellup Avenue not be a on or off ramp from Roe Hwy	Keep Forrest Rd & Coolbellup Rd as planned
		Leaving allocated space possible wider road reserves for future infrastructure.
		Fencing with vegetation safety reasons - small children
		Can powerlines be relocated?
Coolbellup Ave	People do burnouts around the roundabout	Need different types of traffic calming.
		Bus route will be effected on Council Rd that goes to Hamilton Hill. Large demographic of either elderly or young familes, lots of walking.
		Line the water resivoirs so water cant seep away to create a habitat for relocating.

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



		Artificila eco-system rehome long neck turtles
	Access to Bibra Lake is important	
		Public art funds to be incorporated into structures, Aboriginal Art & sculputres.
		Spend money on vegetation not on things like lighting.
		Infrastructure for electric cars. Docking stations. What type of infrastructure.
Coolbellup Ave & Forrest Rd intersection	Increased flow of traffic	Traffic calming on Coolbellup Ave to reduce & slow traffic
		Connectivity - Pedestrian access at Coolbellup Ave. Also pedestrian under/overpass's on both sides of Coolbellup Ave - so 3 in total
		Walk everyday at Bibra Lake. Lots of mothers and young children in the area - currently use Coolbellup Ave - would be good to maintain
		Possible over/underpass's over North Lake Rd on the North and Southern ends of Roe Hwy
	Leach Hwy does down to two lanes near golf course at Carrington	
		Traffic calming devices Coolbellup ave near Forrest Rd down to Pheonix Rd
		Make Coolbellup Ave local traffic only area (speed is already an issue)
		Currently Coolbellup Ave doesn't connect straight thru to Sudlow Rd - this stops traffic wanting to cut straight thru
		Large road reserve on Coolbellup Rd - will it go to dual lane in the future?
Coolbellup Ave & Phoenix Rd intersection, Coolbellup Ave & Forrest intersection	I am concerned that Coolbellup Avenue will become a heavy traffic road due to the fact it will connect right through from Winterfold to Phoenix Rd	Additions of traffic slowing mechanisims & or minimisation of traffic flow. This is a family area with schools, sports and recreation facilities traffic should be minimised and slowed down
Sudlow/Coolbellup Ave crossover	Access to school, shopping centre, child minding centre <u>by vehicle</u>	<ul style="list-style-type: none"> - Over or under pass connecting Sudlow Rd with Coolbellup Ave for full vehicle traffic - Have no other issue with access at either end Stock/North Lake roads - Current visual aspects on present Roe ok
Hamilton Senior High School	Access to Hamilton SHS off Stock Rd and into Ralston St appears to require a re configuration of access for parents & vehicles the re configuration may have an impact on traffic flow & congestion around the school site	Consider traffic flow & access to Hamilton SHS site so that daily access & emergency access is maximised
		Least 2 lanes - looping north maintain flow of hight traffic
		No access from Sudlow/Coolbellup
		Problem with areas that are not ready to cope with increased traffic
		Russel Rd free flowing
	Worried about traffic turning south on North Lake to Russel Rd - (roads not prepared for increased traffic) instead of down Stock Rd. If its not prepared (ie without lights & extra lanes) - it may encourage traffic to use North Lake Rd south to industrial area - therefore make sure that North Lake rd etc is planned to handle capacity	
		Make allowance for westward extension
		Dont look at this section in isolation - must look at where it goes next (ie north & south on Stock Rd) - so you wont have problems of increased traffic on local adjoining roads
		Something down to impede traffic on other arterial roads (eg south/leach)

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



		Connectivity of freight route on either side - ie to ports
		- What "amount" of haulage traffic north of NLR wish to get onto RW to go west. Likewise from south on NLRd to get onto RW to go EAST
		Depth of RH cut at NLRd is "crusial" also in relation to depth of cut entering closer to Stock Rd
	Will Coolbellup Dr take the future volume of "local" traffic going from suburb to suburb north + soith or is this the only access for locals to visit, comute or travel suburb to suburb in the immediate 4 suburban areas - ie apart from Coolbellup Ave, how far do you have to travel to go from Coolbellup west to St Pauls	
		Visual amenity all taken care of. Casual retaining wall rather than step cut (vertical) main thing is security or safety of pedestrian Vs Rhwy ie secure fence
		Like to see longitudinal section of - line of proposed road (stage 2) in relation to topographical existing land levels - proposed longitudinal elevation of proposed treatment of walls, Roe H'wy to existing ground level - a tie up with similar to section Bibra Drive to Nth Lke Rd - minimum amount of horizontal type treatment to structural walls at upper levels ie graphics
		Design suggestion - is there any lesson to be learned from heavy vehicles coming off Roe Hwy to freeway - ie accidents - comparing this to off ramps at Roe Hwy intersection at Stock Rd?
	We should stop pandering to cars & come up with alternatives. This road would just mean that more roads need to be built to deal with cars coming off Roe Hwy.	Leave the road alone. With 30,000 people coming to the Murdoch Area & the budget for the highway an innovative & effective public transport system could be introduced. This would free up the roads for trucks etc.
All of it - North Lake, Stock Rd	Dont know whats going on, I dont want it.	Alternate transport, ways of decreasing traffic flow, building amenities closer to other peoples homes, schools, banks, shops, aged care, parks etc. Green belts so that people can look after their health and not be too affected by whatever people want to build. Traffic isnt everything.
All of it - North Lake, Stock Rd	More traffic flow, access to roads minor ones.	Alternate transport, ways of decreasing traffic flow, building amenities closer to other peoples homes, schools, banks, shops, aged care, parks etc. Green belts so that people can look after their health and not be too affected by whatever people want to build. Traffic isnt everything.
Stock Rd & North Lake Rd	The other option is <u>not</u> to build this extension to Roe Highway and Stock Road. I dont like the way the highways interrupt and split communities Environmentally, our planet is already in a fragile state plus the face we are already in peak oil status. - What about people who dont use cars?	There is not enough pedestrian access and should be increased. The flow of traffic self perpetuates it is only 5kms of road. Alternative transport - heavy transport off the freeways. - Upgrade Russel Road. - Light rail network - research connect all the universities and hospitals. - Look at what Bogota did with public transport - away from cars.
	Exclude Roe Hwy from the drawing. All intersections need to go. It is an unnecessary road.	Do not build the RHE. This is an unecessary waste of \$500 million this money would be better off used for roads that lead somewhere, public transport, health and education. South Street and Leach Hwy (High St) are always going to be the preffed option to access the Freo Port. This road is simoly moving some traffic off only a small section of road (under 4kms) within the Leach Hwy and South St.

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



	Exclude Roe Hwy from the drawing. All intersections need to go. It is an unnecessary road.	If a gun is going to be held to my head by the Liberal Gov, then i suggest a single lane Roe Hwy with a 1km suspension bridge over the wetlands. The road also requires noise barriers on either side for the full length.
Stock Rd / Roe Hwy intersection	Pedestrian access.	Tunnel Roe 8 - Truck toll for use. Move intersection south - ie off/on ramp underpass moved south.
Stock Rd / Roe Hwy intersection	Distance of ramps from Sebastian Crescent.	No closure of Counsel Ave at Stock Rd.
Stock Rd / Roe Hwy intersection	Noise pollution.	This section of Roe Hwy and ramps seems to serve regional connectivity but reduces local connectivity hugely - reduces movement.
Stock Rd / Roe Hwy intersection	Public Transport access.	Why no through fare at Forrest Rd?
Stock Rd / Roe Hwy intersection	Pedestrian connectivity from Sebastian Crescent to Forrest Road being reduced.	
Forrest Rd	<ul style="list-style-type: none"> - Residential area. - Access. - Freight Noise. - Local Amenity. 	<ul style="list-style-type: none"> - Keep all exits & entrances into Forrest Rd going west. - Keep all freight off Forrest Rd/keep local traffic on segment from North Lake to Coolbellup Ave. - Look @ main plan for Forrest Rd & keep to it. - NO ROE HWY.
Powerlines - Western Power	<ul style="list-style-type: none"> - Visual amenity - Environmental health - Human Health 	Powerlines underground.
Council Rd access	<ul style="list-style-type: none"> - Only way out is Winterfold Rd - Require access for connectivity - Bus route 	<ul style="list-style-type: none"> - Overpass/underpass at Counsel Rd to Halstead. - Must maintain link from Hamilton Hill to Coolbellup.
Public Transport	<ul style="list-style-type: none"> - Currently use public transport - What will happen to current levels of service 	<ul style="list-style-type: none"> - Maintain Current access to public transport. - Retain current bus routes. - Connection from Coolbellup into Freo & suburbs in between. - <u>940 bus</u> - High frequency - Forrest Rd into Ralston St, Council Rd, Coolbellup Ave, Waverley Rd, North Lake Rd to South St to Perth. - Route 513. - Increase public transport access or enhance area.
Forrest Rd connection	Utilise Forrest Rd currently	Access to Forrest Rd
Coolbellup Avenue access		Happy with current proposal.
Pedestrian access/cyclist access, Local bushland amenity	<ul style="list-style-type: none"> - Currently have freedom at will to cross Forrest - Recreation use 	<ul style="list-style-type: none"> - PSP both sides - Maximise overpasses for pedestrian/cyclist - PSP on north side if one side - Keep current pedestrian overpass
Keep community between Hamilton Hill & Coolbellup	<ul style="list-style-type: none"> - Efficiency - Access 	<ul style="list-style-type: none"> - Retain connection at Council Rd over or under Stock Rd to Halstead St. - Pedestrian access must remain.
Whole alignment or section of road.	<ul style="list-style-type: none"> - Access - Environmental / Birds - Visual Amenity - Noise 	<ul style="list-style-type: none"> - Underground tunnel partially or all the way through to Fremantle. - Boring machine used at William St - Preserve nature.
Whole alignment.	Preserve environment.	<ul style="list-style-type: none"> - Preserve all vegetation. - Retain as much remnant vegetation.
Whole alignment environmental process.	One year timeframe to access the habitat and food value of the area for Graceful sunmoth, Carnaby's Cockatoo and other species. - Wild flowers dont flower every year.	Studies to extend to at least 2 years.
Whole section	<ul style="list-style-type: none"> - Preserve access - Reduce traffic on road 	<ul style="list-style-type: none"> - Light rail to freo - Dedicated bus lane
Noise	See vegetation/keep feel	Wall on road not on boundary
Visual aesthetics	<ul style="list-style-type: none"> - Recreation - Visual - Feel of area 	<ul style="list-style-type: none"> - Landscaping to be appropriate - Ensure not look like concrete sterile - Maintain as much bushland as possible - Closing / Removing recreation area is unacceptable - Feel of area should be maintained and enhance visual amenity

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



Ramps at Stock Rd	<ul style="list-style-type: none"> - Visual amenity - Preserve enviro 	<ul style="list-style-type: none"> - Pushed south to preserve as much vegetation as possible - Reduce amount of vegetaion cleared - Retaining walls close to the road as possible - Retaining walls instead of embankments
Whole section	<ul style="list-style-type: none"> - Preserve environment - Visual amenity 	<ul style="list-style-type: none"> - Selectively fill trees - Revegetation same trees as currently existing in area - Reveg in advanced species - Construction footprint should be as small as possible
Public Transport	<ul style="list-style-type: none"> - Low socio economic areas require public transport - 520 Bus route down Forrest - Area is convenient due to not being dependant on a car - Pedestrian acces will be reduced by RHE very significantly. 	<ul style="list-style-type: none"> - Route to go down Phoenix as secondary option for 520 - 520 to go North - Preserve current service - Increase public transport services - Increase pedestrain access for public transport usage - Ensure bus services on Ralston St - 520 to go left into Sudlow & right into Phoenix - Council Rd is an issue - maintain service - DO NOT CLOSE/DO NOT REMOVE
		<ul style="list-style-type: none"> - Urban Drainage - soil amendment - South turn alignment - Traffic flow through Coolbellup - Roe 8 is designed to funnel traffic between Midland & Kwinana yet all this traffic is put through a traffic light rather than on ramps, this would therefore make this point a bottle neck. - If traffic lights are to be used then it would make sense to use the existing Forrest Rd footprint. Traffic then turning west onto Phoenix Rd can be directed to use the "right" south turning lane and "left" if continuing south down Stock Rd.
Southbound off ramp from Roe onto Stock Rd	Majority of traffic heading south on Stock Rd. Indicatedd ramp significantly slows traffic and removes remnent vegetation.	Use existing Forrest Rd to avoid clearing remnent vegetaion, build an on ramp.
		<ul style="list-style-type: none"> - Opposed to the road - No on/ off ramps at Sudlow - What will happen to bus routes currently on Forrest Rd - Even just along Phoenix Rd?
Forrest Rd/Stock Rd on/off ramps and Stock Rd between Phoenix Rd and Forrest Rd (behind Quickly Cres)	Noise levels	<ul style="list-style-type: none"> - Cutting raods - Lower roads - <u>very</u> low for both on/off ramps and Stock Rd ie below ground level would be good between 15 metres - open graded asphalt on raods (or other surface treatments) - noise barriers along on ramps, Stock Rd, bridge and back fences - Keep on/off ramps as close to Stock Rd as possible - Test noise levels in Quickly Cres prior to the extension of Roe Hwy and make provisions to keep noise levels at the same of lower levels - Retain bushland - Large 'cuttings' through the landscape
Phoenix Rd (west of Stock Rd) and Phoenix Rd & Stock Rd intersections.	Increased traffic and noise levels	<p>Continue Roe Hwy through to Fremantle therefore traffic would not have get off at Stock Rd and use Phoenix, but could just continue through.</p> <ul style="list-style-type: none"> - Surface treatments on road. - I would like to knwo what a 60 decible noise level is relative to it would be good to have an example that said i would like provisions to be made so that noise levels are not increased further than their current decble level (which would be below 60 decibles - i would like testing done before extension to know what this is).

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



	<p>Will the planned diamond intersection at North Lake Rd cope with traffic.</p>	<ul style="list-style-type: none"> - Retain maximum amount of vegetation along RHE - Noise mitigation must be of maximum efficiency - Dual use path required across RHE at Coolbellup Ave - Additional dual use path crossings of RHE required where possible - Use retaining walls - (Close to RHE roadway) - Minimal disturbance of vegetation during construction - Revegetation of area with Australian Native vegetation at completion of project
		<p><u>Environmental Protection Measures</u></p> <ul style="list-style-type: none"> - Nesting boxes for all species of birds - Keep original food source trees - Revegetating road alignment - No buffers - use retaining walls to minimise clearing
		<p><u>Environmental Protection Measures</u></p> <ul style="list-style-type: none"> - Build tunnel even if EPA does not consider it necessary - Eliminate light pollution - Engagement with Aboriginal Community in determining the value of the site to them hasnt been accurate.
		<p><u>Environmental Protection Measures</u></p> <ul style="list-style-type: none"> - Reduce clearing extent by using T junction @ Stock - Consider noise at Stock Rd interchange considering brakes and acceleration - Like to see community input into where noise walls should be + degree to which they reduce noise
<p>Forrest Rd / Sudlow Rd</p>	<p>Trucks using other routes like Sudlow from Forrest may be an issue. Road design should discourage trucks from using other roads or streets, other than the major roads designed for them.</p>	
	<ul style="list-style-type: none"> - Light pollution of road reserve - Retention of fauna ie carnaby cockatoo, bandicoots - Will people within the noise region get double glazing 	<ul style="list-style-type: none"> - If 33% traffic is turning South @ Stock Rd why have we go traffic lights - What is being do - I'd like to see section C-C sunk deep as possible
	<p>Get rid of the Roe Highway extension</p>	
	<p>We live right at the end of Cordelia Ave which faces Roe Hwy ramp on Stock Rd</p>	<p>if the highway extension is so important in the improving transport movement to & from ports - thus increasing contributing to economic growth then spend lots and tunnel instead</p>
	<p>Noise to wildlife & public closeness of ramps to houses is too much</p>	<p>Tunnel the highway down Forest & intersection of Stock/Forest.</p> <ul style="list-style-type: none"> - Reduce the environmental impacts - Maintain wildlife corridor - Noise to residents reduced - Visual amenity & vehicular/pedestrian connectivity far increased or maintained
	<p>Take the ramps as far away from Sebastian Crescent as possible and retain all possible vegetation. Actually <u>all</u> possible vegetation should be preserved</p>	<p>Underground the <u>power lines</u> over Cordelia Ave/Stock Rd instead of spending money raising the power lines</p> <ul style="list-style-type: none"> - It could be an incentive for local residents
	<p>Keep everything same</p>	
		<p>Want noise mitigation on Stock Rd further North for properties on Curven Rd (backs onto Stock Rd)</p>
	<p>Will there be budget constraints on different types of sound walls? Will all types shown on the map be considered?</p>	
	<p>How far north will noise mitigation go on Stock Rd?</p>	
	<p>Why cant other roads be upgraded like Thomas Rd?</p>	
		<p>Storm water run off close to the lake.</p>

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



	Modelled traffic on existing east west roads. Dispute SMC figures consider existing roads adequate.
	Reconfigure Stock rd interchange - Free flow emphasis to Stock south - Remove ramps to reduce footprint
	Try reduce separation for residents.
	Traffic calming on Forrest Rd.
Forrest Rd curenly being used as a rat run. Containter trucks using Forrest Rd. It is an area with people with families. They would like the decrease in traffic.	
	Try to discourage trucks from using minor roads such as Council Rd, Sudlow & Coolbellup Ave.
	Look at the ramps at Stock Rd and possible RHE.
	Look at more public transport and pedestrain crossings.
	Could have two paths one for cyclists one for pedestrians but that would increase footprint.
	Minimise medians and use the barriers similar to the ones used on Mitchell Fwy.
	Would like noise walls at the source, visually pleasing and extend mitigation to Winterfold Rd.
	C-C on the map to be sunk below existing ground level.
	RHE profile cut of Sudlow Rd to stop in deep cut to North Lake Rd noise reduction.
	Flyover for vehicles at Stock Rd - 33% increase going south.
	Roads to go under new flyover.
Issues with no connectivity at Forrest Rd east.	
	Protected pedestrian access at Ralston Ave at Stock Rd.
Kids wont use the overpass at Stock Rd upgrading it wont work.	
	Use parts of existing Forrest Rd.
	Continued pedestrain access to Bibra Lake for Coolbellup Residents.
	The PSP woudl be replacing an existing pathway which would be on the norhtern side of the proposed RHE.
	Ralston St crossing to have at grade separation. Very busy during peak periods (school drop off and pick up times).
	Option to possibly use Water Corp land @ Stock Rd near Ralston St.
Doesn't have good connectivity at Ralston St & Stock Rd.	
Rat run on Coolbellup Ave due to no traffic lights.	Traffic calming on Coolbellup Ave.
	Structures to be aesthetically pleasing.
Lighting pollution to residents.	Look at different types of lighting.
Dont want a yellow glow on house all night.	
Would like further information on Carnaby habitat (nesting areas).	
Paths would likely to be used by alot of pedestrians.	Require adequate lighting.
Wouldnt want the noise to get any worse.	
	Noise wall mitigation.
	Mature vegetation.
	Try to minimise the footprint between North Lake & Coolbellup Ave.
	Excevate put in sound wall at C - C section.
	Low lying thick vegetation.

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



		Could traffic monitor Phoenix Rd - Could be a good comparison.
		Extend noise modelling towards Winterfold Rd for residents in Curven Rd.
		Retaining wall preferred, retain maximum remnant vegetation.
		Noise walls next to road.
	Concerns with management of storm water.	
		Investigate soil amendments as part of environmental assessment - NVA - Red mud
		Trucks use rat run from Phoenix industrial area to Winterfold using Sudlow/Coolbellup. Upgrade Phoenix/Stock to compensate.
Access - Old area, local income, Forrest Rd divides St.	<ul style="list-style-type: none"> - Currently affected by Forrest Rd with cracks in walls - Noise - Robbery problem - Can see traffic and would not like to - dont - Too many trucks are using Sudlow when its local traffic only - currently 60km/hr - Trucks are using Forrest Rd from west 	<ul style="list-style-type: none"> - Reduced rates for those affected within the noise contour - Likes Roe 7 noise wall with landscaping - Wants deep cut so cant see traffic (deep cut) - deep as the one in Cottesloe - Cut off access for trucks from Forrest Rd west (too many trucks using local roads) - Want median to turn (space in median) - Get rid of Coolbellup Ave to Sudlow Rd overpass as it is not needed - <ul style="list-style-type: none"> - make more quiet - higher income level - keep to one lane - Need access to Ralston St from Coolbellup - Intersuburb - Close off Blueridge Cres pedestrian access when built (faces Sudlow St)
	Removal of road easement from MRS due to impact on environment and	<ul style="list-style-type: none"> - I am disgruntled that the Roe Highway has remained on the MRS and the NO Highway option has not been made available during the community consultation process. I think the level of engagement with the community has been inadequate and only 17 members of Coolbellup community have attended. - I feel the highway bisecting the Beelihar Wetlands will have a profound impact on the hydrology, bird life, biodiversity & adequate ecosystems which are the last remaining examples of their type on the planet. - I find the notion that options for environmental enhancements exist while the road is built to be utterly ridiculous. - I am aware that the decision to build the road is based on the current government maintaining seats and no on an appropriate multi criteria analysis that has the best interests of the community & environment at heart. - I feel this road will bisect the community in which i live & detract from teh environmental & social amenity that the bush corridor currently provides. - I cant see any design making the road suitable for my children to access the Waldorf School, the pollution and noise it will increase the time this takes & make our family more car dependant. - I use the road reserve recreationally & the road will destroy what is apeial about it.

<p>- Eliminate road extension - Interested in a truly sustainable transport network - This seems to me to be about politics + votes not transport planning - Indigenous sites, significant environment, habitat, dense residential communities.</p>	<p>This process is fundamentally flawed. There is not a 'no road' option. The consultants are using very throw away statements referring to 'sustainable' 'best practice' 'best solutions' 'best social & environmental balance'. This is the same as a previous workshop i attended. As many consultants as attendees. If all the 'community' in this room are indeed from Coolbellup that represents about 0.002% of the Coolbellup people and our South Metro hosts are telling us how much effort they have undertaken to get people here, hope the rest of their work is more thorough!</p>	<p>- Where is the discussion about why this is a sustainable transport option? The project transport movements for 2030 were woefully inadequate under questioning yet presented as facts initially. - The community engagement process has been a farce. Where were the displays in Coobie shopping centre as a really basic start. - \$20million community engagement process 0.002% turn up after significant effort to get the community here WOW! - Walk around the local parks at twilight and local people will tell you they think the "South Metro" community consultation process is a complete waste of time. That's why no-one comes because they think the process is a farce.</p>
<p>Section of Stock Rd between Ralston St & Winterfold Rd.</p>	<p>- I live on Curven Rd which parallels Stock Rd. Traffic noise is currently high for nearly 24 hours (there's a quiet period between 2am - 4am. This currently requires us to use ear plugs to sleep. - The Ralston /Counsel Rd alignment is a major thoroughfare for buses + parents dropping kids at Hamilton SHS with major congestion at drop off and pick up times. Kids avoid the footbridge & cross Stock Rd at Street level. Potential for loss of access + increase in road safety thereafter. - Significant amenity is footpath to Bibra Lake which is major pedestrian & cycle route. ie Bibra Lake is major recreational point for surrounding community need to be preserved or replaced.</p>	<p>- Extend noise modelling on Stock Rd from Ralston to Winterfold. This section has least buffer and needs to be included in any noise mitigation. This should include sinking section of Stock Rd which is above houses. - Implement a grade separation for Ralston/Counsel Rd alignment (or possibly realign Ralston with road that parallels Counsel on Water Corp boundary). This has several advantages a) allows retention of current bus routes & access for parents dropping kids at High School. b) avoids need to upgrade footbridge (can demolish!) because provided safe under/over access to High School! This not only avoids increased hazard to kids but aligns with the way they currently shortcut c) lessens the impact of closing Forrest Rd d) lessens 'ghetto saken' of Coolbellup by making access unconditional. - Preserve footpath allowing access from both sides of Forrest Rd alignment</p>
<p>Stock Rd & Roe Hwy and the continuation of the highway through to Cockburn Rd. This land is already preserved.</p>	<p>My main concern is to see the extension of the Roe Hwy complete its journey through to Cockburn Rd (at least).</p>	
<p>Stock Rd & Roe Hwy and the continuation of the highway through to Cockburn Rd. This land is already preserved.</p>	<p>Along the way I would like as much lane as possible taken with the lay out of the road to minimise as much disruption to the existing bushland as possible, and for noise to be assessed & minimised to a minimum level for nearby residents. As much bushland as possible should be maintained at the Stock Rd site as there is some surgin bush there that is beautiful.</p>	
<p>Stock Rd & Roe Hwy and the continuation of the highway through to Cockburn Rd. This land is already preserved.</p>		<p>Do not end the highway at Stock Rd forcing traffic with diverse in either direction along Stock Rd. The Roe Highway extension must continue along Hampton Rd to be of any benefit to the area south & south east of Fremantle. Eventually "somehow" to finally join into the Bridge. The route chosen to go from the finish of the highway at Stock Rd up to Leach Highway and then along Leach to finally reach North Fremantle is unwieldy + not practicable as a long term solution. Fremantle is a working port and its access is of foremost importance.</p>
<p>Stock Rd & Roe Hwy and the continuation of the highway through to Cockburn Rd. This land is</p>		<p>Forrest Rd/Coolbellup Ave access is important for local residents.</p>

already preserved.	
Stock Rd & Roe Hwy and the continuation of the highway through to Cockburn Rd. This land is already preserved.	The layout of the Stock Rd/Roe Highway interchange looks very unwieldy, using a lot of land, could this be redesigned so as to be more direct without those very large swirling on ramps. Could it be designed similar to the South St/Roe Hwy intersection with traffic turning right from the highway into Stock to ease an entry under a flyover of Stock Rd, with Forrest continuing as a minor road from now. (This is the story of South Street at its nears South Fremantle).
Stock Road to North Lake Rd. (I was at the meeting on Tues 4 May 2010 5-9pm.	<p>Out address is 6A Malvolio Rd Coolbellup. This is <u>the</u> most narrow proposed section of the Roe Highway 8 extension - and we and our neighbours will be <u>very</u> close to the highway - right on <u>top</u> of it. V12 at our end of Malvolio Rd.</p> <ul style="list-style-type: none"> - We are concerned about the <u>level of noise</u> - and steps to be taken to reduce this - We are concerned about air pollution levels - We are concerned that steps be taken to assist the wildlife affected - We are concerned that the Roe Highway section in the Malvolio Rd area - <u>will not be equal distant</u> between St Pauls housing estate and houses on Malvolio Rd. <ul style="list-style-type: none"> - Mark Hasebroek the project director is agreeable to a meeting - South Metro connect & Malvolio Rd residents we will contact you to arrange <u>this</u>. - We could like the highway to be cut into (and design) the land so it travels below the surface level - the most effective sound reduction. - we would like a demonstration of what 60 decibels the sound limit sounds like - we would like to have input into the retention of trees/vegetation and replanting to hide the Roe Highway - we would like some indication of pollution level studies and associated outcomes of high levels of petrol/diesel fume pollution - we want the Roe Highway to be equal distance between Malvolio Rd and the St Pauls estate boundary fence - we want CALM to be consulted about safe/compassionate/humane ways of managing wildlife affected by the Roe Highway & development.
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	I am opposed to the Roe 8 Highway extension between North Lake Rd and Stock Rd.
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	I am a resident of the SW corner of Coolbellup and am concerned about the noise, light, traffic and environmental pollution.
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	There is nothing wrong with Forrest Rd, between North Lake and Stock Roads.
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	The absence of light, the generative abundant bushland on the frontiers of Forrest Road make it a pleasurable road. Also the absence of heavy traffic on Forrest Road, means there is not noise pollution.
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	If the Roe 8 extension needs to be built, why not further south through the industrial area?
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	Why do residents of Coolbellup need to carry the noise, light, traffic and environmental pollution of a design that is outdated?
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	Perhaps a light rail system would be a better solution.
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	I am concerned about the bushland that surrounds Forrest Road between North Lake Road and Stock Road. This is a recreational walkway and native habitat for endangered species of flora and fauna.
North Lake Rd / Roe Highway - Stock Rd / Roe Highway	The way that Forrest Road is now with a cycle way and walking tracks, with parks nearby is essential for the community of Coolbellup. These are all aspects that are utilised by the residents of Coolbellup and ought to be preserved.

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



North Lake Rd / Roe Highway - Stock Rd / Roe Highway		Furthermore an dfinally, my suggestion is NO ROE 8 Highway extension between Stock Road and North Lake Road as given on the opposite page (project map)
Stock Rd, Roe Highway interchange	Loss of accesss to Ralston Rd from Stock Rd	Footbridge over Stock Rd very importand - for safety of student walking to school. As increased activity on Stock Rd.
On back of map (see diagram)	*Noise, pollution, access out of suburbs, price devaluation on house, destruction of bush.	
On back of map (see diagram)	Road too close to houses! Visual amenity lost.	
On back of map (see diagram)		Do not build, use Phoenix Road as already 4 lane option.
Forrest Road between north Lake Road and Stock Road	<ul style="list-style-type: none"> - Noise pollution and impact - - Destruction of natural habitat including grass trees and bird nesting sites - - Destruction of aboriginal heritage and food gathering sites - - Unsightly major road and access points - - Increase in rubbish and car emissions 	Subsitute Forrest Road section with route down Phoenix Road as it is a four lane carriageway and is adjacent to industrial sites and well protected residential sites.
Forrest Road between north Lake Road and Stock Road	<ul style="list-style-type: none"> - Noise pollution and impact - Destruction of natural habitat including grass trees and bird nesting sites - Destruction of aboriginal heritage and food gathering sites - Unsightly major road and access points - Increase in rubbish and car emissions 	Why should the highway be put through a established natural heritage cooridor when it could go down a major road already used for heavy transport.
A - Area adjacent to Sebastian Crescent and Forrest Road. B - Same location as previoully circled as arrow indicates. C - Same area as above.		Delete Forrest Road section as not required. As Phoenix Road which is 100m further on is already a four lane road adjacent to an industrial estate.
A - Area adjacent to Sebastian Crescent and Forrest Road. B - Same location as previoully circled as arrow indicates. C - Same area as above.	A - Proposed lanes not in middle of road reserve?	
A - Area adjacent to Sebastian Crescent and Forrest Road. B - Same location as previoully circled as arrow indicates. C - Same area as above.	B - No access out of Gouzalo Place	
A - Area adjacent to Sebastian Crescent and Forrest Road. B - Same location as previoully circled as arrow indicates. C - Same area as above.	C - Have young children concerned about noise impact	
A - Area adjacent to Sebastian Crescent and Forrest Road. B - Same location as previoully circled as arrow indicates. C - Same area as above.		A - Please put road in middle of reserve

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



<p>A - Area adjacent to Sebastian Crescent and Forrest Road. B - Same location as previously circled as arrow indicates. C - Same area as above.</p>	<p>B - Please open bottom of FERDINAND CRESCENT COOLBELLUP as this will give access to COOLBELLUP AVENUE</p>
<p>A - Area adjacent to Sebastian Crescent and Forrest Road. B - Same location as previously circled as arrow indicates. C - Same area as above.</p>	<p>C - Limestone barriers, and sink road at least one metre</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>1. Noise levels - walls may reduce noise but residents will still hear traffic day & night which will affect our way of life considerably.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>2. Access from Forest Rd to Coolbellup and Fremantle. It is unclear whether we will easily (ie by foot) be able to access services at Coolbellup Shopping and schools and community centres and using Phoenix Rd to access Fremantle is very inconvenient.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>3. Loss of native bushland - The highway will leave an ugly bision for users and residents and dust from traffic and construction of the highway will be excessive without adequate screening by trees/shrubs.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>4. Concerned that Forest Rd will attract 'hoons' once it becomes a dead end.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>5. Concerned Western Power will erect powerlines along Hwy route.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>1. Walls alone are insufficient even through engineering calculations show otherwise. Route the highway well away from residences.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>2. Please ensure access between Sudlow Rd and Coolbellup Ave is maintained for residents of St Pauls/St Andrews estates, Coolbellup is our nearest locatin for services (shopping, schools, library). Cycle/pedestrian access should be maintained, likewise with bus routes.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>3. Keep as much native bushland as possible, including trees. The nearby industrial park developers claim it has 6m bushland on all sides but it is clearly insufficient and the street scaping has not improved the diminished beauty of that area.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>4. Design the Forest Rd section with street scaping, traffic reducers etc.</p>
<p>Stock Rd to North Lake Rd Section</p>	<p>5. South Metro Connect/Western Power to consult residents before erecting large power lines along the highway.</p>
<p></p>	<p>This is horrific. No Roe 8 is the only answer. Thousands of Bibra Lake, Coolbellup & Hamilton Hill residents will have their peace & quality of life destroyed by this road. I would urge all residents to download the map. No Roe 8.</p>

	<p>I couldn't disagree more. The removal of cross traffic taking back roads to the Freeway and all points east is destroying our peace and quiet now! The Roe 8 will provide a simple pathway to the East which will remove all but the local traffic from our various areas. For me the upgrade to the Forest Road - Coobelup road intersection is very welcome. At the moment Forest road is used as a major pathway to Northlake Rd, then onto Farrington to the freeway. So too is Phoenix and Winterfold roads. Roe 8 will pull all of that traffic into an efficient pathway to the east. Chris1, it is not just about getting to Kwinana Fwy. It is also a great pathway to the North via Midland, The Airport via Tonkin Hwy, and the Great Eastern Hwy. I welcome the calming of my suburb by moving the through traffic to a single pathway. As I have said before, lets keep the development honest in the regeneration of surrounding bush, and support the growth of our great city.</p>
	<p>Im actually looking forward to driving from Hamilton Hill to the freeway without any stops. Can we make sure there are no traffic lights/roundabouts or stops and make it a smooth run... then it will be perfect!</p>
	<p>Paige, from Hamilton Hill at Stock Rd to the Freeway at Farrington Rd there are only three sets of traffic lights to stop you. If I understand you correctly, you consider building Roe 8 for \$550 million a worthwhile investment to remove three sets of lights and never mind that it compromises a pristine wetland and the quality of life of thousands of people. How sad & selfish. Consider that if Roe 8 got built the five minutes saved driving to the Fwy will be replaced with 30 minutes extra congestion that it created. The Fwy is the weak link, not the connecting roads to it. Connecting roads can take more traffic increases than the Fwy ever can. No Roe 8.</p>
	<p>Chris1 I think you may be on the wrong forum as this is about the extension from Stock road to North Lake road. May I add that my peace won't be destroyed it will be much more peaceful around here with more cars getting off the back streets like Winterfold Road and onto this main road. This cannot come soon enough!</p>
	<p>Chris1 you seem too miss the point. It is not just about the Kwinana Freeway access. It is about access for all the people from Hamilton Hill and surrounding Suburbs getting efficient traffic flow to the East. It is about a growing volume of traffic which will need management, it's about growing a city. Yes Roe 8</p>
	<p>I fail to see how any of the extension of the roe highway will improve traffic flow. estimates provided show minimal traffic reductions of less than 10%. if you take this part of the extension as an example, the traffic between "stock road and north lake" on BOTH south street and leach highway always flows perfectly fine- YES, even in 'rush hour'- when i drive through it twice a day. canning highway on the other hand has much bigger traffic issues, only being two lanes- however this road will not take traffic off canning highway and therefore is totally redundant. the government should focus on projects that are practical and stop wasting our hard earned tax dollars.</p>
	<p>So if the road goes through and the sound barriers go up, will the vegetation be left with minimal impact or will it be stripped back similar to the Bunbury extension?</p>

Design Workshop Two – Stock Road to North Lake Road

Raw Comments



	<p>The section of road between Stock Road to North Lake Road will completely destroy the remnant strip of native bushland there. Sadly the only reason it is still there is because it is the planned route for this road.</p> <p>Secondly, why has the road not been planned to be next to the Cockburn light industrial zone (over Phoenix Rd) rather than through a residential area?</p>
	<p>The design needs to be changed so Roe Hwy is connected to Forrest road so there is easy access to the west. Also coming off Roe Hwy at Stock Road should be merging traffic to the south (not a stop sign) so traffic can have a non stop drive which will be better on the brakes for the vehicles. Otherwise the design is great!</p>
	<p>The natural environment will always compete poorly with demands for it to be developed. The 'natural' assumption is that it's there to be exploited. How hard it is to make a case for retaining a wetland in the face of a tangible desire to reduce traffic in the street or save traveling time. But this is the point, while the desire is honest, the reality will be different. Don't be fooled that Roe 8 is the solution, the PR, Spin & \$20 million budget of South Metro Connect and our State Government doesn't mean its right. Our politicians are usually wrong. The reality of Roe 8 will be a disappointment as traffic reductions on other roads will be so negligible as to be undetectable and while you may get onto the Roe Hwy quicker, getting off it, with all the extra traffic created, will be slower.</p>
	<p>not happy jan.why does roe hwy need come through forrest road ? let alone bibra lake?a more direct link is either with phonix road or winterfold. forrest road has just been resurfaced,with slow points to slow ,stop trucks travelling towards port?how much money was spent by main roads for this and why then rip it all up to build the roe? does not make sense.and to all those people whom its not their back yard, how wonderful will it be when i have no access,out of my house,have to live with constant noise and pollution,</p>
	<p>Design is pretty good with some decent flyovers to ensure better traffic management. The only concern there should be some access for cars from Forrest road onto Roe Highway and also coming off Roe Highway.</p>
	<p>The design is good but I tend to agree with Matty/Jenga, could there be some scope to allow cars only to entry/exit onto Forrest Road?</p>