

Design Workshop One – Kwinana Freeway to North Lake Road

Raw Comments



Location/Area of interest	Comment
Eastern PTA Carpark at South St.	Provide access from the south east car park at South St to the Southbound on ramp.
Access to Fiona Stanley via Murdoch Dr - single access point only with no ring road.	Bibra Drive to run along Baker Crt (both ramps), the cut cut across the corner of Murdoch University, and join Murdoch Drive.
Access to Fiona Stanley via Murdoch Dr - single access point only with no ring road.	Mainrain North and South access from and to the Freeway (to Fiona Stanley Hospital)
Access to Fiona Stanley via Murdoch Dr - single access point only with no ring road.	Roe to elevate over Bibra Drive.
Access to Fiona Stanley via Murdoch Dr - single access point only with no ring road.	Roe to tunnel under Bibra Dr with off ramps to Bibra Dr going over tunnel. (remove concestion of discussion drawing Bibra Dr/Roe intersection).
Access to Fiona Stanley via Murdoch Dr - single access point only with no ring road.	Create off ramo off the Freeway at Farrington heading North into Fiona Stanley (reduce size of Bibra Dr/Roe Hwy intersection).
Local Traffic Impacts for Bibra Drive	Concerns about increased traffic on Bibra Drive. Could reduce access from Roe Hwy from eastbound.
Local Traffic Impacts for Bibra Drive	Impact of increased traffic on the school.
Local Traffic Impacts for Bibra Drive	Impact of increased traffic at intersection of Bibra Drive & Northlake Road.
Local Traffic Impacts for Bibra Drive	Access into the Lakeside Recreation Cenre a major concern. Could impact on useage. (eg number of people coming to Rec Centre).
Local Traffic Impacts for Bibra Drive	Prefer Bibra Drive to be realined through Baker Court & across Murdoch Uni land.
Local Traffic Impacts for Bibra Drive	Eastbound access from Roe Hwy from Bibra Dr required from the South.
Visual Impacts - Public Art & Lanscaping	Concrete walls with street art, use the sercices of street kids and young artists. Give them theses to work with of their own themes.
Visual Impacts - Public Art & Lanscaping	Use youth art competitions as a way of promoting street art for project.
Visual Impacts - Public Art & Lanscaping	With noise walls use vegetation to soften the look, combined youth art/street art.
Visual Impacts - Public Art & Lanscaping	Introduce Aboriginal/Indigenous art in areas close to Aboriginal Art.
Look	Bibra Drive access to MAC to be at grade.
Look	Avoid noise walls.
Look	T-Junction instead of roundabout at Murdoch Chase.
Look	Cut access from west to minimise the footprint.
Look	Want to maintain views & property values at every chance.
Look	Pedestrian access over Farrington Rd.
How will it look like?	Noise walls - required - how & why - want to maintain views & retain value of land

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How will it look like?	Different noise mitigation efforts - preference is? - want to maintain views & retain value of land
How will it look like?	Narrow footprint going west - cut access from west to minimise footprint
How will it look like?	Construction - want noise abatement on boundary of new alignment of Bibra Dr (in red)
How will it look like?	Want red & blue proposed options at grade level to avoid privacy issues.
How will it look like?	Pedestrian access - underpass.
How will it look like?	Traffic to increase on Farrington if MAC is to be built?
How will it look like?	T-junction capacity at Murdoch Chase if built.
Other issues.	Construction management - ie spreading of double g's
Other issues.	Maintenance of infrastructure, ie noise walls.
Fauna Movements.	Fauna movements are an issue - all the fauna that uses fauna crossings at the interchange - then the belts of green area's disappear with this design option.
Noise.	Consider noise from exhaust stacks when doing noise modelling.
Noise.	Earth bunds are helpful when vegetated and can be aesthetically pleasing.
Public Art.	Noise walls and public art should be consider accessibility for graffiti.
Connectivity.	Would prefer an access from Kwinana Fwy directly into the MAC.
Connections. Lakeside Recreation Centre.	We discussed options but could offer a little in the way of constructive connections that would be possible.
Connectivity.	Travelling north ramp left into Fiona Stanley & Murdoch.
	Keep the proposed road within the MRS Road Reserve
	MAC Access from North by bridging over Kwinana
Bibra Dr Interchange.	Why not keep the road to MRS specification.
Bibra Dr Interchange.	Bibra Drive to go under Roe Highway.
Bibra Dr Interchange.	Flyover to MAC comin from Northern end of Kwinana Freeway.
Form of Highway.	Tunnel road from A_A to Bibra Dr and get rid of Bibra Dr off ramp.
Form of Highway.	Suggest an underpass through Murdoch Vet/Farm.
	Improve access from Kwinana Fwy north to Fiona Stanley Hospital.
	No off ramp from Roe Hwy to Bibra Dr.
	Add on ramp from Bibra Dr to Roe Hwy East.
Farrington Rd/Bibra Dr/ Murdoch Dr	Impact upon Murdoch Uni Vet campus can be minimised by incorporating stock under crossing, to give access to pasture isolated by new road alignment.
Farrington Rd/Bibra Dr/ Murdoch Dr	Footprint of new road can be balanced by closing and seeding the redundant section of the existing Murdoch Dr.
What does it look like.	Keep road alignment in cut to minimise noise.
What does it look like.	Noise walls to look visually appealing. Plant trees in front of walls to reduce visual impact.
What does it look like.	Artwork to convey a sense of place along the alignment.
What does it look like.	Small footprint - To minimise impact on adjacent property owners.
What does it look like.	Minimise impact of lighting on adjacent property owner.
What does it look like.	Turn right towards Murdoch Drive, sink road, concrete barriers & vegetation.

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What does it look like.	Asphalt - reduce noise.
What does it look like.	Finish to fit in with environment, small footprint
What does it look like.	Minimise brightness of street lighting.
What does it look like.	Artwork that suggests sense of place - ie At Murdoch dr something indicative of a university.
What does it look like.	At Bibra Lake something that indicates the lake.
What does it look like.	Consider shade for shared paths.
What does it look like.	What about train station at intersection.
What does it look like.	Consider cycling connectivity to Murdoch University & Fiona Stanley.
What does it look like.	Minimise impact of street lighting.
Look - Lakeside Recreation Centre.	Sink where possible.
Look - Lakeside Recreation Centre.	Elevate over wetland (bridge)
Look - Lakeside Recreation Centre.	Sound - Vegetated banks definitely no colourbond walls like the one on the north side of South St near the Murdoch Station. Decorated concrete acceptable.
Look - Lakeside Recreation Centre.	Visually appealing signage.
Look - Lakeside Recreation Centre.	Plenty of bicycle paths.
Look - Lakeside Recreation Centre.	Appropriate lighting.
	Sink road and have vegetation & concrete walls.
	No traffic lights at Roe & Kwinana.
Road Design - What does it look like.	Combination "sound barriers" to include vegetation.
Road Design - What does it look like.	Balance between aesthetic V purpose - ie must be a sound barrier.
Road Design - What does it look like.	Align existing highvoltage power along Roe Hwy extension instead of through North Lake as compensation for new freeway extension encircling North Lake. Also this would reduce the maintenance (length) of the cabling.
Road Design - What does it look like.	Bury the road as much as possible to assist in noise reduction.
Road Design - What does it look like.	Road lighting is then also lowered to reduce impact on housing adjacent.
Where does it go?	Proposed Roe/Murdoch connection shown, <u>not</u> favourable. Would prefer land from Murdoch Uni to be resumed & connection moved away from residential area.
Where does it go?	Roundabout connection at Bibra Dr/Murdoch Dr/Farrington Rd will likely need to be signalised in the future. This is a major concern.
Where does it go?	Concerned with "rat run" issue onto Bibra Dr. Make Bibra Dr only accessible from the South & the East.
Where does it go?	Pedestrian & cyclist accessibility & linkage with existing paths.
Where does it go?	Make sure where noise walls are proposed gaps are provided into residential areas from pedestrian/cyclist paths.
Lakeside Recreation Centre	Murdoch Dr ext. Drawn alignment ok - not all that close to houses.
Lakeside Recreation Centre	Lights/crossover at Farrington Rd.

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Lakeside Recreation Centre	If Bibra Dr remains in favour of presented new alignment a better access to Lakeside Recreation Centre would be needed as current T junction is already dangerous.
Where does it go?	Regarding form - provide frequent pedestrian /cyclist access to shared paths through sound barriers & existing rear fence line.
Where does it go?	For sound impacts - dig it in and use plantings "green walls" to minimise sound and air pollution.
Where does it go?	No cheap tin fencing.
Where does it go?	Replace roundabout at Farrington & Murdoch with signalised intersection to improve amenity for pedestrians/cyclists.
Where does it go?	Consider trees that shade shared paths.
Northern Connection to Murdoch Dr.	Must not impact existing properties in North Lake.
Northern Connection to Murdoch Dr.	Increased traffic would necessitate lights at Farrington/Murdoch Dr on what is already a dangerous roundabout.
Northern Connection to Murdoch Dr.	Impact would negatively impact property values if built as close to North Lake (Allendale Entrance) as indicated in draft proposal.
Northern Connection to Murdoch Dr.	Access for North Lake residents compromised.
Northern Connection to Murdoch Dr.	University cnr Murdoch Dr & Farrington Rd must be reclaimed if resident impact is to be minimised.
This is the view of 3 people.	3 x No left turn in Bibra Dr from the current Roe Hwy. Do not go through this wonderful residential area Bibra Dr will become a rat race. A senior citizen village and a primary school are on Bibra Dr.
Where does it go.	Access to MAC from Farrington on direct access from Kwinana.
Where does it go.	Minimise footprint at Bibra Lake Dr interchange.
Where does it go.	No access to Bibra Lake Drive for heavy traffic.
Where does it go.	Off ramp and on ramp on Farrington Rd, with access to Fiona Stanley Hospital running parallel with Kwinana Fwy, with walk ways.
Bibra Dr Interchange.	Bibra Dr interchange to join Murdoch Dr through culdesac between Lakeside Recreation Centre and Spanish Club. Cutting through to Murdoch Dr.
Bibra Dr Interchange.	Interchange to follow existing Bibra Drive contour into Farrington Rd.
Bibra Dr Interchange.	Flyover the full length of Hope Rd going west, therefore reducing impact on flora & fauna.
	Bibra Dr to be restricted from Heavy Vehicles.
	Heavy traffic coming from Cockburn Industrial Park should not be given through tflow.
	Existing off ramp - tight turn east Roe - north Kwinana Fwy - vehicle rollovers - proposed turn is tight turn.
	Main concern is to reduce heavy vehicle traffic along Discovery Drive. Bibra Lake traffic increased significantly since opening of southern end Discovery Drive to Berrigan Drive occasional B Double but significant increase in Container Trucking.
Preferred alignments.	Main off ramp onto Murdoch Dr - through Murdoch Pines Golf Club a huge concern. Get rid of on/off ramp, off Roe Hwy take to North Lake Rd.
Preferred alignments.	Bibra Dr transmission not shown, a concern.
Preferred alignments.	Access Fiona Stanley - other options.
Bibra Dr & Farrington Rd, Murdoch Dr.	132kv transmission line should be marked on plan - St MUR81 - Southern Terminal to Murdoch 132kv.

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Bibra Dr & Farrington Rd, Murdoch Dr.	Direct conflict between lines/structures and new carriageways.
Bibra Dr & Farrington Rd, Murdoch Dr.	Conflict with drainage basins.
Bibra Dr & Farrington Rd, Murdoch Dr.	Conflict with proposed noise walls and or extensions to existing noise walls.
Bibra Dr & Farrington Rd, Murdoch Dr.	Lighting of carriageways.
Bibra Dr & Farrington Rd, Murdoch Dr.	High wide load capacity of future loads.
Bibra Dr & Farrington Rd, Murdoch Dr.	Worksafe clearance to transmission lines during construction.
Bibra Dr & Farrington Rd, Murdoch Dr.	Construction methodologies - Modular bridge sections - Use of cranes
Bibra Dr & Farrington Rd, Murdoch Dr.	Timing of works.
Allendale Entrance, Murdoch Dr & Farrington Rd.	Do not wish the off and on ramps to go across of the Spanish ground & Golf Club.
Allendale Entrance, Murdoch Dr & Farrington Rd.	Would be better via Bibra Drive & the corner of Murdoch Uni ground.
	Not to put major intersection at Bibra Dr.
	Continue with the original design for traffic to the hospital.
Bibra Dr Intersection.	Keep current alignment, go through Murdoch University paddock and join Murdoch Dr.
Bibra Drive alignment.	Keep current alignment, go through Murdoch University paddock and join Murdoch Dr.
Drainage (Powerlines)	Earth potential rise study is needed on drainage design.
Drainage (Powerlines)	Particularity at locations highlighted on map.
Drainage (Powerlines)	There is a particularly a problem when they have earth wires (increase in earth potential rise)
Drainage (Powerlines)	All of them have earth wires even wooden poles.
Kwinana Lane Configuration.	Widening should consider existing double circuit 330kv steel power - \$800K.
Kwinana Lane Configuration.	Roe 7 ramp southbound onto Kwinana - congested going up hill to over the railway line. Estimate of traffic volume increase + 28% by 2020 (Eng Aust Presentation)
Kwinana Lane Configuration.	Bridge over rail should be widened - may be issue with existing rail tunnel under rail bridge.
Where will it link.	Access to Fiona Stanley Hospital - could consider access from Kwinana b/f Farrington rather than extending Bibra.
Where does it link.	Need eastern access route from the Bibra Lake area, currently have to go down Farrington Rd/Karel Ave to Roe Hwy.
Where does it link.	A <u>direct</u> dual use path is required east west.
Where does it link.	Bibra Lake residents not getting a lot of benefit from extension still inconvenient to head east - may increase vehicle movements.
Where does it link.	Extra lane on Kwinana over railway is required - currently congested and merging from Roe 7 is difficult.
Where does it link.	Merging of Southbound traffic on Kwinana Fwy from Roe needs to merge

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	south of rail bridge on downhill end. As traffic stretches out.
Shared paths.	New great policy to have PSP's with major roads.
Shared paths.	Connection over Kwinana Fwy - Separate road.
Shared paths.	Needs to be built at construction.
Shared paths.	Refer to Red DUP map - look at shortest more direct path - reasonable grade
Shared paths.	Bibra Drive - Dual use path (see red lines)
Shared paths.	Connectivity to MAC needs to be addressed.
What does it look like.	How are emergency vehicles accommodated?
What does it look like.	Are emergency lanes incorporated into the cross-section.
What does it look like.	Should a 3rd lane be built now? 4/5 say build or at least allow for ultimate now as we may not have the money in the future - consider in the PER process other competing public needs should be considered.
What does it look like.	Colour coding vehicle movements as both a public art and a direction guide - eg follow the green ramps/roads to get to the hospital, colour street lighting.
What does it look like.	Move ramp closer to main alignment to reduce footprint.
What does it look like.	Single lane loop is a much tighter radius than existing and will need to cater for heavy vehicles and smaller cars - this will slow traffic down. *Discussed with Wayne re - heavy vehicle split may be equal to or less than it is currently.
Murdoch Dr/Main St.	Traffic Lights.
Section D-D.	Do not have shared path next to ramps (too dangerous).
Bibra Dr/Farrington Intersection - Murdoch Dr South Connect	Roundabout.
Bibra Dr / Roe Hwy.	Overpass.
What does it look like.	Keep Roe 7 configuration but minimise footprint.
What does it look like.	Go underground at wetlands.
What does it look like.	If Bibra Dr is dual lane ensure safe access for Bibra Lake residents.
What does it look like.	Safe barriers between roads and PSP's.
What does it look like.	Build extremely visually pleasing elevated roads (where elevation is required)
Connectivity.	Reopen Baker Cr/Farrington Rd access.
Connectivity.	Access to Roe Hwy heading east off Bibra Dr (discussion drawing has no access)
Connectivity.	Cut off Hope Rd at Bibra Dr heading east.
Connectivity.	Ensure access to Pausin,
Connectivity.	If Bibra Dr is dual lane ensure safe access for Bibra Lake residents.
Connectivity.	More wiggly yellow poles.
	Access from Bibra Dr onto Roe 8 heading east? From BL not Murdoch Chase.
	Access to Pines Golf Club & Spanish Club/Lakeside?
	Access into/out of Pausin Cr?
	Traffic congestion from Bibra Drive at Murdoch roundabout traffic coming from South Lake/Yangebup etc along Bibra Dr & turning right or left into Farrington. (Peak hours & school drop off/pick up at SBC & Winthrop BC.
	Drainage/road contamination run off safe guards (to protect groundwater).

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	Why loop to head south.
	Traffic from Bibra Dr - Murdoch roundabout back to Roe 8. 360 at roundabout.
	Safety issue for pedestrians/cyclists - air pollution for shared path users from vehicle emissions.
	Basins <u>run off</u> needs to be contained/filtered.
Access & Connectivity	PSP's pedestrian access required over Farrington Rd.
Access & Connectivity	Bibra Dr alignment stay the same.
Access & Connectivity	Look at attached AO map to see blue drawing & red drawing as they preferred routes to MAC (Murdoch Dr).
Access & Connectivity	Road safety & speed claming devices are required form Farrington Rd - T junction at Allendale Entrance but not traffic lights.
Access & Connectivity	Second access route to Allendale Cres from either proposed red or blue route.
Access & Connectivity	Noise walls & property devaulation concerns for Murdoch Chase.
Access & Connectivity	Murdoch Chase to be looked at separately - surrounded by major roads. MRWA check upts to be conducted separately (committed by Mark Hazebroek).
Access & Connectivity	Require previous proposal - re MAC access - Anu M to email/mail.
Western Ramps to Bibra Dr	Current alignment from Bibra Dr to Murdoch Dr is unacceptable.
Western Ramps to Bibra Dr	Impact to local residents directly from Allendale Entrance & Murdoch Chase Estate - noise pollution safety (kids), speed & congestion - single entry in-out of Murdoch Chase
Western Ramps to Bibra Dr	Existing roundabout cnr Farrington Rd & Murdoch Dr is - unsafe, prone to accidents - speed from downhill gradient Farrington Rd heading west
Western Ramps to Bibra Dr	Agree to tradeoff and prefer previous proposal exit between Spanish Club & Lakeside Recreation Centre, Ctr with diversion of Murdoch Dr on Murdoch Uni land.
Western Ramps to Bibra Dr	Construction of entry/exit slip road off new proposed Bibra Rd exit into Murdoch Chase.
Western Ramps to Bibra Dr	Removal of existing roundabout cnr Murdoch Rd/Farrington straight through.
Where does the road go? Farrington Rd & MAC Access.	Bibra Dr alignment to remain the same.
Where does the road go? Farrington Rd & MAC Access.	Entrance road to MAC - as per proposed route (see AO map)
Where does the road go? Farrington Rd & MAC Access.	Traffic congestion & noise concerns.
Where does the road go? Farrington Rd & MAC Access.	Property values.
Where does the road go? Farrington Rd & MAC Access.	Pedestrian access for Farrington Rd.
Where does the road go? Farrington Rd & MAC Access.	Southern access to MAC to be direct from Kwinana Freeway.
Where does the road go? Farrington Rd & MAC Access.	Allendale Cres has only one entrance off Murdoch Dr.
Where does the road go? Farrington Rd & MAC Access.	Provide access to residents where X is on map (red lines)

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Where does the road go? Farrington Rd & MAC Access.	Road safety & traffic calming on Farrington Rd (Murdoch Chase roundabout).
Where does the road go? Farrington Rd & MAC Access.	Murdoch Chase roundabout converted to a T junction.
What does it look like.	Underpass for pedestrian access from Murdoch University, inclusive of dual use paths (PSP's)
What does it look like.	Alot of land beside Lakeside & Spanish Club.
What does it look like.	Walkway & PSP to Fiona Stanley.
What does it look like.	Land resumption from Murdoch University.
Tunnel V Bridge.	Tunnel issues - depth, geotechnical issues.
Tunnel V Bridge.	Golf course - only golf driving facility in the area - tunnel right through to Kwinana Interchange
Tunnel V Bridge.	Black spot at Murdoch Dr & Farrington Rd.
Tunnel V Bridge.	Montessori School growing.
Tunnel V Bridge.	Causeway westbound over lakes.
Tunnel V Bridge.	Not at grade because of clearing.
Tunnel V Bridge.	Bridge Issues - visibility - disrupt to flight paths - hlow deep to you have to pile
Tunnel V Bridge.	Tunnel - extract of exhause fumes - better noise control - like in Northbridge - How deep do you have to go? - are there GW issues? What are they? - Minimise disturbance aboveground - depth of roots - cost but (arrow pointing down) cost of offsets - dont want it at grade.
Tunnel V Bridge.	What would Aboriginal people prefer. - More info required.
Tunnel V Bridge.	More functionf of tunnel - Can the assessment consider this? - can it capture electricity/gas - H2O leg - water harvesting - part of district water scheme management strategy - reduce need for drainage basin
Tunnel V Bridge.	Overland tunnel in shape of waugal.
Local connectivity - connection at Bibra Drive.	3 lanes each way between Kwinana Fwy & Bibra Dr OR double off ramps instead at Bibra Dr.
What should it look like?	One lane on top of the other VS visual amenity.
What should it look like?	Fauna linkages + fox control.
What should it look like?	Pervious pavement road.
What should it look like?	Safety for cyclists - PSP's.
What should it look like?	Connection to Bibra Dr. - If so old peoples home down south.
What should it look like?	Currently walk along Bibra Dr North.
What should it look like?	For flying Doctors - Southern off ramps at new Bibra Drive - should turn into interchanges.

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What should it look like?	Traffic lights for ambulances doesnt work. - therefore clover leaf - dog bone (like at Karel Ave) BUT NOT traffic lights
Connections.	Walkways / PSP's.
Connections.	Murdoch Chase entrance.
Connections.	Walkways from Meller Partk to Lakeside Recreation Centre.
Connections.	Worried about mozzie problem in drainage basins.
Connections.	Raise Roe above Bibra Dr & Bibra Dr under if noise issue is not too great.
Connections.	Provide for Roe Hwy to be raised westward of Bibra Dr.
	6 lanes between Kwinana & Bibra or double off ramps instead of 3 lanes.
	Minimal lights.
	Bibra Dr access to Roe Hwy? South.
	Bibra Drive residents access to Lakeside Recreation Centre?
	Bibra Lake Retirement Village Residents acces over a possible busy Bibra Drive to the Lake walk paths etc.
All.	No traffic lights.
All.	In in doubt on number of lanes use double off ramps.
All.	Long slip roads to slow traffic down,
All.	Southern off ramps on Bibra Lake Dr if possible should be void of traffic lights.
All.	Freeway intersection as shown appears very good.
All.	I am concerned about timeline and possible delays and every chance should be taken to speed things up.
All.	We muse ensure EPA proposals are watertight so that no comebacks will be created.
	Provide for 6 lanes.
	Provide for double large on/off ramps.
	No traffic signals.
	Connect to Bibra Drive in all directions.
	Provide good habitat for local wildlife with minimal impact or relocation.
	Separate cycleways.
	Overpass with walk ways.
	Access for disabled people.
	Bibra Drive on/off to be ramped not traffic lights.
	Elevate Roe over Bibra Dr.
	Definitely no traffic lights anywhere.
	Uniform on/off ramps similar curviature and speeds prevent bank ups on Freeway lanes.
	Properly landscape enbankments.
	Proper cycleways.
	Uninhibited access to FSH from Jandakot Airport (RFDS etc)
	Ensure maximise opportunities and effectiveness of stormwater sumps.
	Causeways over all wetlands.
	Footprint for the whole damned thing is to big - too much tar & cement.

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6 lanes from Kwinana to Murdoch Dr intersection this will be the area of heaviest traffic with acces to FS Hospital and Murdoch Activity Centre.
Needs to be designed for local connectivity as will never be used for heavy haulage.
Move Roe further north of Hope Rd to allow connection from Bibra Dr (leading north) to Roe 8 (heading west)
Reduce speed limit along whole section of road to reduce noise footprint.
Noise along Bibra Dr - as this will be a major feeder to FS Hospital.
Need better acces to Spanish Club.
Need southern off ramp from Roe Highway onto Bibra Dr (for ambulances coming from Jandakot - Royal Flying Doctor Service).
Fauna passages required - need to be a better design than the current ones.
Pedestrian & bicycle access from Bibra Lake south of Hope Rd to Spanish Club / Murdoch Uni etc.
How is the water run off to be handled? Large pools of water could become a mosquito breeding ground.
Preserve maximum woodlands for cockatoos & other native fauna/flora (minimise footprint).
Consider Roe 8 to go over the top of Bibra Dr to facilitate elevating Roe 8 as it passes through the wetlands.
Plan for solution of future traffic - extra lane option (3rd).
Free flowing traffic free of traffic lights.
On off ramps camable of allowing speeds to be maintained with minimal reduction and less traffic jams.
Cycle paths increased number of people cycling to and from work.
Southern off ramp to access northern lanes to access Fiona Stanley Hospital by Flying Doctor Service.
Clover leaf on/off ramps south Bibra Lake.
Walk/cycleways from Meller PI to Lakeside Rec.
Maintenance plan for marginalised flora & fauna - ie black cockatoos, frogs & rare orchids.
Concerns for wetlands flora & fauna effected by tunneling Roe Hwy from Bibra Dr - West.
Raise Roe Hwy over Bibra Dr to prepare for west extension.
Option 5 - Heavy haulage only with toll.
Light vehicles only with only one lane each way.
Avoid fantastic Melaluca wetland on corner of Bibra Dr and Hope Rd (ie Roe swamp).
Avoid clearing in Area A (shown on map) with vg quality veg.
Roe 8 extension NOT A SUSTAINABLE SOLUTION - will only shift the problem - need to expand Kwinana Fwy south - need to expand railway capacity to take containers off road - could sink railway through Fremantle/Esplanade.
Construct road pavement using pervious pavement - follow on from MER trials.
Join E / West lanes over Kwinana Freeway Area C (shown on map) to reduce

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	clearing.
	Tighten on ramp to Roe Fwy west (once E/W lanes joined) to reduce clearing - Area B (shown on map).
	Offsets for cleared veg if going to take Roe 7 offsets - - need 2 x offsets - where is they available anymore.
	Delete on-ramp to Roe Hwy west coming off Kwinana Fwy - Area D (shown on map) - to preserve good quality vegetation and reduce noise.
	Tunnel under vegetation in North Lake area - Area E (shown on map) and avoid clearing vegetation - where its solid rock/ground - what is direction of groundwater flow - i believe it is SE to NW along road not perpendicular to road.
Where does it go.	Bibra Lake water table - dredge the lake - instigating factor - use soil for fertilisers
Where does it go.	Black cockatoo carnaby's - artificial nestings - habitat
Where does it go.	Dredging the lake would change the habitat and natural cycle.
Where does it go.	Migratory birds.
Where does it go.	Vegetation preservation.
Where does it go.	Combined effects of other projects on Carnaby;s habitat - pine nuts, banksia & marri.
Where does it go.	Minimise impacts on environment.
Where does it go.	Landfill site south Bibra.
Where does it go.	Natural drainage area that cleans the water prior to entering Bibra Lake.
Where does it go.	Increase flows into Bibra Lake.
Where does it go.	Engineers to work with Environmentalists to create.
Shared Path Walk and Cycle alignments, access and other linkages.	We would like to see more detailed maps showing PSP.
Shared Path Walk and Cycle alignments, access and other linkages.	Access for wildlife and people to pass between two lakes.
Shared Path Walk and Cycle alignments, access and other linkages.	Connections to Melville/Cockburn local bike plans for PSP.
Shared Path Walk and Cycle alignments, access and other linkages.	Hope Road last resort for PSP (Safety and Passive Survellience).
Shared Path Walk and Cycle alignments, access and other linkages.	Widen off ramp from Roe Highway on Government vacant land - add an extra lane for slow moving Trucks up the hill.
Roe Highway heading South onto Kwinana Freeway.	Make bend two lanes wide. Left lane Trucks ONLY.
Roe Highway heading South onto Kwinana Freeway.	Do not allow Roe traffic to merge with Kwinana Freeway traffic till after Railway Fly Over.

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Preserve the environment and Bibra Lake area. Quality of life of area.	
How should it look like?	Roe 4 and 5 artwork to be reflected through this stage.
How should it look like?	Roe 7 artwork not liked.
Don't want Roe Highway through Lakes.	Preserve quality of life of area.
Don't want Roe Highway through Lakes.	Preserve environment.
Don't want Roe Highway through Lakes.	Do not want to stop progress.
Don't want Roe Highway through Lakes.	Encourage people to use trains and bus.
Roe Highway / Kwinana Freeway Interchange.	The interchange needs a cycleway/footpath over the Kwinana Freeway for people who live South/West of area to be able to cycle East toward Canningvale/Welshpool. Currently the only crossover is at Farrington Road and then to backtrack to Roe Highway.
Roe Highway / Kwinana Freeway Interchange.	The cycleway should continue West so there is a cycleway alongside Roe Highway without large deviations.
Roe Highway / Kwinana Freeway Interchange.	Possible cycleway marked on map with Blue Texta.
	No, No Roe
	No way.
Visual Impact: Landscaping & Public Art	Natural bush only - shouldn't cost much endemic species best (less watering).
Visual Impact: Landscaping & Public Art	Mural by local community: - involve kids (e.g. Melville Bus Shelter), Highschools, Primary and Pre-Primary. Work with Councils.
Visual Impact: Landscaping & Public Art	Acknowledge Aboriginal Heritage into artwork - input into parks and design. Two parts to argument: 1) Buffer visual impact in natural bush and/or land embankments. 2) Make highway attractive e.g. Mural.
Visual Impact: Landscaping & Public Art	Use local vegetation as inspiration for artworks.
Visual Impact: Landscaping & Public Art	Use artwork development as an education process: - reflect local wildlife - reflect local fauna
Visual Impact: Landscaping & Public Art	Involve Councils - Councils could promote the involvement of the community eg. Libraries, newsletters and council offices.
Visual Impact: Landscaping & Public Art	"The querkier the better".
Visual Impact: Landscaping & Public Art	NOTE: Participants indicated their like/dislike for design idea images as the attached AO plans.
All Roe 8	Roe 8 should not go ahead in any form!! Just by attending this session it has galvanised my view that the project is an environmental and social disaster. The cost of building the road will also be excessive. Tunnels/bridges it's all going to be a huge waste of tax payers money! No Roe 8.

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Raw Comments



The Whole Project	Re-plant in the region remanent bush land: - e.g. around Bibra Lake is open areas - around North Lake is open areas - look at other areas close by.
The Whole Project	Recharge of water into local acquifer. Recharge of water into the Lakes.
The Whole Project	Employ environmentalists to look after the area.
The Whole Project	Heal the local bush land: - eradicate the Rabbits - re-plant native ground cover after removal of non native species.
The Whole Project	Help native area to look after the local wildlife in the intrum period until re-established bush land can support the local fauna.
The Whole Project	Establish native wildlife turrets under the roads to keep their connection to the areas.
The Whole Project	No to Roe Freeway!!!
The Whole Project	If Roe 8 is to create a minimum footprint, it must be raised on stanchions. The land it has to cross is low-lying, so embankments would have to be very wide. Both Roe 8 and Hope Road must allow wildlife and people to pass beneath them, and this will be more easily achieved if at least part of the two roads were raised on the stanchions. If it is considered that an offset area must be rehabilitated to compensate for the land occupied by the new highway, the area south of Bibra Lake should be the first choice. This area is severely downgraded at present, as it is the site of an old rubbish tip. The rehabilitation of this area will ensure that Bibra Lake has viable bushland all round it.
	1. Smallest footprint possible. (2 lanes each way)
	2. Noise walls required, but softened using vegetation infront of wall. Also reduces graffiti.
	3. Not visible.
	4. Good signage.
	5. Limit lighting impact to residents.
	1. Access via Bibra Drive to the North should be maintained.
	2. Link to MAC important from Roe Highway.
	3. Need for off-ramp from Roe Highway to Bibra Drive from the West is not essential as it takes a larger footprint of the Wetlands.
	4. Cycle paths essential for connectivity.
1. Bibra Lake Drive / New Freeway	1. Use last proposal and entry from Bibra Drive to Freeway to go East (Midland).
2. Connection Existing Roe and Extension to Kwinana Freeway	2. Range of access ramps to be able to take % loads from the North to Fremantle (All to be dual lanes). Refer to Map (2A) Existing underpass revise to overpass to remove incline to main Flyover including Approach Road to be inclined to provide better access speed for Trucks.
	3. All roads to be minimum 2 lanes each way.
	4. Solid barriers to be mainly trees (Not solid walls)
	5. 'Good' clear signage.
	Need for local traffic <u>only</u> on Bibra Drive South of the Roe Extension.
	Sink the Roe Extensions lower so that the visual and sound impacts are minimised.
	Sink the Roe Extension to be lower than the existing Bibra Drive.

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	Is it necessary to have an off ramp for traffic on Roe 8 heading East to get to the MAC?
	Please show land contours and 3-D representations of these. (Refer to Picture "Possible Section C-C (Looking north-east)").
	Sound barriers to be visually appealing.
	Minimise footprint width of the Roe Extension by lowering it with retaining walls rather than broad footprint with sloping banks.
	I would like to see the existing bridge at Kwinana Freeway used to close that junction.
	2 Lanes for each way only.
	Land value?
	If they want contemporary artwork (like yellow poles) don't put them where residents can see them. It's okay to have art work closer to the Kwinana Freeway but please don't put artwork on the bridge over Bibra Drive.
	Noise barriers very important, but must be visually ok - i.e. Not big concrete walls that are subject to graffiti, but walls with vegetation so "blends" in connectivity.
	Need link to MAC.
	No off ramp to allow access from Roe to Bibra Drive South therefore reduce impact of through traffic to Bibra Lake suburb.
	Cycle path important to allow access.
	Good having access away from the Highway i.e. On the other side of sand barrier.
	Night - will lighting impact on nearby housing?
	Will it effect land value?
	Construction impact important.
How does it look form of Highway	Community should be involved/choose in colour scheme, art and landscape. Using - Schools ideas, University ideas. People feel that their contribution is valid.
How does it look form of Highway	Footprint and noise and how that will affect the farm area.
How does it look form of Highway	<u>Paint</u> structural beams and columns.
How does it look form of Highway	<u>No</u> interruptions to traffic flow with traffic signals.
Regarding the Form	I believe the look should be determined in two ways - let the technical specifications drive the basic structural design. After that the visual treatment should be decided through community involvement - as great chance for "community cultural development" where local community can participate voluntarily and be guided by a resident community arts person (artist/community dir't officer) - who needs to work under the technical specifications/limitations. This will create community involvement as well as provide local colour to each area.
Regarding the Form	Another query/suggestion: Could we have the exit ramp appear before the joining ramp on each freeway. That would eliminate people who are joining the freeway having to worry about those already on the freeway and trying to exit. In short - the exit ramp should come before and then the entrance access.
"What it looks like": in general	The specific aesthetics and treatments I don't have a strong opinion on. The only suggestions I have are:

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"What it looks like": in general	1) That footprints are minimised i.e. Walls rather than barriers.
"What it looks like": in general	2) Also noise seems to be a key concern, so from a practical point whatever reduces this the most should be installed.
"What it looks like": in general	3) Light fittings and installations should avoid light spillage/light pollution.
"What it looks like": in general	*Concerned if the Murdoch Drive/Bibra Drive/Baker Road connection ends up cutting through Murdoch Uni what will be the noise impact, not for humans, bu the farm animals - race horses etc., that will be the predominant neighbouring use.
"What it looks like": in general	The highway should have free flow of traffic with minimal traffic lights as is the previous sections back to Tonkin Highway.
Intersection of Roe Highway and Farrington Road as shown on Map.	The City of Cockburn has the following comments: 1) The proposed alignment connecting Murdoch Drive will cause major impact on the Spanish Club and Golf Course along side of Baker Road; these two community facilities are of significant importance for the community nearby the City. Suggest the alignment be relocated to the blue lines drawn on the map.
Intersection of Roe Highway and Farrington Road as shown on Map.	2) the proposed interchange ramp linking to Bibra Drive will cause significant impact on the local areas in terms of traffic and noise! This ramp should be deleted as it will create a "rat run" to the Bibra Lake area. Bibra Lake area does not need this ramp to access the Freeway and Roe Highway.
"What it looks like": in general	Please, paint the underlying structural beams and columns of bridges. The aim is to soften the visual impact. Probably green would be a good colour.
"What it looks like": in general	Very pleased with the design as shown.
Environment	Native fauna
Environment	Wetlands
Environment	The section goes in a way to minimize on wetlands in the next section.
Environment	Access to MAC not needed.
Environment	Exit off of Kwinana Highway into MAC.
Environment	Birds, migratory birds.
Environment	Bridge over wetlands.
Environment	Use resources that are allocated to MAC intersection for bridge over wetlands.
Environment	Noise reduction.
Environment	Wetlands.
Environment	Concerned more about middle portion and determining what is going on in 1st section.
Environment	Minority of the people is more important to the environment.
Environment	General environmental concern.
Environment	Fauna.
Environment	Stormwater.
Environment	Ground water.
Environment	Access to Bibra Drive too busy.
Environment	Roe Highway - keep simple.
Environment	Keeping the MAC access intersection simple will allow bridge across wetland (suspension bridge??)
Environment	No access to MAC - Access from Farrington and South Street and other 2nd road.

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Bibra Drive	My first concern is for the environment, secondly the noise impact.
Bibra Drive	The ramp at Bibra Drive is also a concern. I do not think we need the on and off ramps. Leave Bibra Drive as it is with a bridge over the Roe Highway for residents from Bibra Lake to have access to Farrington Road.
Bibra Drive	Also, make sure that this section of the Roe ends with minimal impact on the wetlands at the next sections.
Blue Gum Montessori School	Is this in the correct location, given that it will back immediately onto the Roe.
Noise	Noise modelling prior to construction.
Noise	Noise level standards are wrong, because they don't reflect a true reading from individual properties. (Average reading is not a reflection of actual levels).
Noise	There will be no noise if the road isn't built.
Noise	Type of acoustic material used to reflect or absorb noise.
Noise	Thickness of concrete.
Noise	Use of adequate material for noise barriers.
Noise	Road surface material.
Noise	Use of air brakes.
Noise	Equipment for construction (low rev instead of high).
Noise	Consideration of heavy haulage exhaust brakes.
Noise	Please listen to the people!
Noise	Concrete accompanied by fauna for extra noise mitigation and visual mitigation (of concrete).
Noise	Where houses look over Roe 8 from Bibra Lake have attractive noise barriers. (combined wall and vegetation)
Noise	Landscaping between noise barriers and properties.
	During the last Roe 7 construction the houses in Leeming/Glen Iris were contacted by Main Roads to check on any damage to their home.
	The houses in Bibra Lake were not contacted at this time. Home at one time shook so much glassware fell from shelves and awoke child from nap. No contact was made from Main Roads to any of the homes in the area.
	Will there be contact from Main Roads in relation to vibrations on residents homes for Roe 8?
Impacts to current Roe 7 residents.	Vibration.
Impacts to current Roe 7 residents.	Property damage (severe and excessive).
Impacts to current Roe 7 residents.	Dilapidation surveys to be conducted on properties within 100m radius of construction activities.
Impacts to current Roe 7 residents.	Noise modelling to be conducted prior to construction.
Impacts to current Roe 7 residents.	Noise readings should not be queried.
Impacts to current Roe 7 residents.	Visibility of bridges (trucks and cars). (Visual impact of Bridges).
Impacts to current Roe 7 residents.	Stress and health issues associated with all aspects of construction and road activity.
Impacts to current Roe 7 residents.	Land devaluation.

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Raw Comments



Impacts to current Roe 7 residents.	Reduced quality fo life (undertake quality of life research).
Impacts to current Roe 7 residents.	Lack of noise walls.
Impacts to current Roe 7 residents.	Pollution.
Impacts to current Roe 7 residents.	Loss of vegetation.
Impacts to current Roe 7 residents.	Light spill.
Impacts to current Roe 7 residents.	Dust supression.
Impacts to current Roe 7 residents.	Anti-social behaviour associated with 'dropout zone' i.e. Areas where people loiter.
Impacts to current Roe 7 residents.	Compensation for residents.
Impacts to current Roe 7 residents.	Creating lower socio-economic area.
Construction Impacts.	Ramp near Hope Road to be as far away as possible from residents.
Construction Impacts.	Communication at least 4 houses back from construction area.
Construction Impacts.	Monthly check-ups max and contact details for issues, complaints and concerns.
Construction Impacts.	Dust and visual amenity concerns.
Construction Impacts.	Reduce vibration!!
Construction Impacts.	Communication re: construction dates.
Construction Impacts.	Dilapidation surveys.
Construction Impacts.	Vibration impacts due to construction activity.
Construction Impacts.	Noise due to machinery and transport.
Construction Impacts.	Closeness of construction activity to Evergreen Court, Leeming and residential housing.
Construction Impacts.	Lighting: Light spill from highway lights.
Construction Impacts.	Dust: Ensure adequate dust suppression.
Construction Impacts.	Visual Amenity: Build wall so cannot see vehicles but restricts noise.
Construction Impacts.	Vibration effects from heavy haulage vehicles.
Construction Impacts.	Dilapidation surveys to be conducted on residential properties in a 100m radius of construction activity.
Construction Impacts.	Preserve high qaulity vegetation near the proposed off ramp: keep existing off ramp.
Land Values.	Want existing infrastructure of Kwinana Freeway.
Land Values.	Do not locate ramp near location identified over the page.
Land Values.	Take away ramp and include bridges in areas located over the map.
Land Values.	Traffic lights on top of bridges and no off ramps. No roundabouts.
Land Values.	No Roe Highway.
Construction Impacts.	Vibrations from construction.
Construction Impacts.	Communication to all residents about construction dates and machinery (heavy).

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Raw Comments



Construction Impacts.	Want design map, access routes, detours known.
Construction Impacts.	Information distributed at <u>LEAST</u> four houses back from construction.
Construction Impacts.	Check-up's at least once a month maximum.
Construction Impacts.	Contact details for emergencies, complaints and issues.
Construction Impacts.	Use dead weight roller to reduce vibration impacts.
Construction Impacts.	Need to know major dates of heavy construction to make appropriate adjustments: - pack away glassware - go out for day
Construction Impacts.	Northbound ramps Kwinana to Westbound Roe as far away as possible from residential properties.
Suggested Alignment Options.	Where does it go?
Suggested Alignment Options.	Access to MAC Centre realignment not to go through (Vet school) Reserve/Farm suggest Baker to be used as off ramp.
Suggested Alignment Options.	Suggest ramp to go right off Farrington Road.
Suggested Alignment Options.	Loop off Kwinana taken out and existing road left.
The area under discussion today.	Keep the design as shown.
Alignment of Bibra Drive/Murdoch Drive Connection.	Agree with current alignment. Understand that there is strong concern from City of Cockburn of impact on Spanish Club and Golf Course, however I interpret the alignment to have minimum impact on the physical infrastructure. So although there is a push to have a different alignment that cuts through Murdoch University to connect with Murdoch Drive, I don't think it brings any benefit. If the alignment I have shown in pink goes ahead it brings into play issues with additional intersections and linkage complications to the future FSH and MAC.
Alignment of Bibra Drive/Murdoch Drive Connection.	Cutting across Murdoch University brings about the complication of land resumption, noise/issues with recreational centre on Baker Road, additional interesections interfering flow to MAC/FSH.
From Kwinana Freeway to Bibra Drive link between Bibra Drive and Farrington Road.	Instead of linking Bibra Drive direct to Murdoch Drive, I suggest connecting Bibra Drive to Baker Road in order to spare the Spanish Club and the Golf Course. <u>Aroundabout</u> would be needed between Farrington Road and Baker Road. To sum up, link Bibra Drive to Farrington Road through Baker Road.
	Why is the Hope Road area not in consideration, as it may have less environmental impact on the wetlands?
	Is this project going to start before the next election?
Refer Section 'D-D'.	Re: Leeming side. The off ramp (proposed) and the existing road could be at different elevations i.e. sink the existing road on its current alignment and have the proposed off ramp going over it rather than realigning the existing road (which cuts into Leeming).
	I support Cockburn City Council's concerns. Need to take in community views. If they see the Spanish Club as part of their neighbourhood, it should not be cut off due to the proposed ramp. It should be simpler to cut off land for Murdoch University Farmland (after all it is Government granted land). Murdoch University is of course guarding its land for future speculation as a developer.
Where does it go? (Links)	PSP - Where are they?
Where does it go? (Links)	Why can't we upgrade Hope Road? (Tony Loudon gave a detailed reason why not). Most of this session was covered by Tony and Wayne explaining the linkages and connections.

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Raw Comments



From Bibra Drive to Progress Drive.	I am happy with the current project. However, in order to prevent problems with fanatic environmentalists, I suggest that this section is <u>built over a bridge</u> . The stilts could be hammered off the breeding season.
From Bibra Drive to Progress Drive.	This bridge would have noise reduction walls, and it would make it possible for tortoises and other animals to circulate freely underneath. Besides, the bridge would not interfere with any surface or underground flow of water.
From Bibra Drive to Progress Drive.	If the stilts are deemed bad for the environment, a suspension bridge could be considered. It would be expensive, but it could also become an environmental icon. As such, it could become as famous as the Opera House. For this purpose, an original architectural design would fit.
	Super elevate as much as possible of the Roe 8. Provide cycle path east to west over Kwinana Freeway with links to Karel Avenue and Bibra Drive.
Bibra Drive over Roe proposed intersection.	Remove and replace with looped off ramp. Clover leaf style to allow southbound traffic in Bibra Drive to access West Roe Highway. Northbound traffic to come further west to access West Roe Highway. Bibra Drive heading south - second loop to access West Roe Highway.
Murdoch Drive to Bibra Drive intersection. Farrington Road.	Allow for peak time traffic control of roundabout? Need for upgrade of intersection. Separation of Bibra Drive lanes with median strip.
Murdoch Drive to Bibra Drive intersection. Farrington Road.	Traffic control lights?
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Ambulance and FESA under an emergency situation only have one access (Murdoch Drive).
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Need a dedicated access (in and out) to the MAC from Kwinana Freeway.
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Could have a dedicated emergency lane on Murdoch Drive, Kwinana Freeway, South Street, Farrington Road, MAC connection from Roe Highway.
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Entrance into St. John of God needs to be widened to 2 lanes each way.
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Access out of St. John of God needs to be improved. Perhaps a set of lights?
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Reinstate ring road around the MAC to improve access.
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Need better access (covered walkway) from Murdoch Station to MAC.
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Parking at the MAC is a major problem and needs to be resolved.
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Need a Connector Distributor Road from Kwinana Freeway into the MAC.
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Close Farrington Road North off ramp and use this space to construct an access into the MAC from Kwinana Freeway.
Access to Fiona Stanley via Murdoch Drive - Single access	The MAC connection from Roe Highway should be as per the alignment proposed by the MAC developers.

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point only.	
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Strong opposition from local residents next to Farrington Road that the link from Roe Highway to the MAC will increase traffic, noise and reduce safety. Already many accidents at roundabout at Murdoch Drive and Farrington Road.
Access to Fiona Stanley via Murdoch Drive - Single access point only.	Remove North ramps from Farrington to Kwinana and replace with access to the MAC from Kwinana Freeway.
Access to Fiona Stanley Hospital.	Dual access.
Access to Fiona Stanley Hospital.	Dedicated access to FSH via flyover from South Street (dedicated lane for Emergency VLH)
Roe/Bibra.	Off ramp from Roe to Bibra Drive South is not necessary - doesn't serve logical purpose. Residents in Bibra Lake have an existing road network that they can use.
Roe/Bibra.	It will trigger rezoning of land that will not be supported by Council or Residents in that area and therefore will not go ahead.
Roe/Bibra.	Coming in to Bibra Lake from Freeway heading North is via Berrigan then Northlake.
Bibra Lake Impacts.	The road design engineers have done a great job in addressing all the considerations for access in this area.
Bibra Lake Impacts.	The plan as it is should be kept.
Bibra Lake Impacts.	Important to maintain cycle and dual use path connections for Bibra Lake residents.
Bibra Lake Farrington/Murdoch.	Will the increase in traffic volumes from Roe Highway require existing roundabout at Farrington/Murdoch.
Bibra Lake Farrington/Murdoch.	City of Cockburn - Raymond Dong wants to be formally advised of the response.
Bibra Lake Farrington/Murdoch.	Previous option should be reconsidered - or slightly amended.
Bibra Drive Traffic Impacts.	Bibra Drive South of Roe Extension will be subject to additional traffic and noise.
Bibra Drive Traffic Impacts.	It is currently a local road and a freeway ramp should not connect to a local road.
Bibra Lake Residents.	Ring road within Murdoch Activity Centre needs to be back on the agenda otherwise there is no infrastructure for moving 35000 people proposed.
Bibra Lake Residents.	Hope Road access as it is needs to be maintained.
Bibra Lake Residents.	Bibra Lake residents don't want ramps connecting to Roe - they would rather take the existing roads.
Bibra Lake Residents.	Bibra Lake over Roe is important connection but keep alignment of Bibra Drive as it is and connection to Farrington Road.
Bibra Lake Residents.	Access to MAC at Roe Extension not needed if use existing freeway (what happened to MRWA ring road) and maybe collector road system.
MAC Access.	Do not change current Bibra Lake alignment.
MAC Access.	What happened to original proposal on MRWA website?
MAC Access.	Ring road around Fiona Stanley.
MAC Access.	Traffic impacts on Bibra Drive and Farrington Road.
MAC Access.	More than 1 point of access to MAC.

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Raw Comments



The off ramp onto Murdoch Drive and Farrington Road will put enormous pressure on the existing roundabout proposed lights.	1) Plan has been changed from that distributed a year ago.
The off ramp onto Murdoch Drive and Farrington Road will put enormous pressure on the existing roundabout proposed lights.	2) Only one plan was available to comment on - old plan not available. Also told alternative plans would be at Workshop - only one presented.
The off ramp onto Murdoch Drive and Farrington Road will put enormous pressure on the existing roundabout proposed lights.	3) The new road will have a high noise impact on Murdoch Chase residents especially those near Allandale entrance.
The off ramp onto Murdoch Drive and Farrington Road will put enormous pressure on the existing roundabout proposed lights.	4) This road will devalue properties adjacent to new road.
The off ramp onto Murdoch Drive and Farrington Road will put enormous pressure on the existing roundabout proposed lights.	5) Without ring road around the Fiona Stanley Hospital and more than one entry point from South via Bibra Drive/Murdoch Drive and Farrington the traffic flow into this road will be huge and the roundabout is already a black spot.
The through road from Murdoch Drive to Roe Highway.	1) The road was newer on the plan last year.
The through road from Murdoch Drive to Roe Highway.	2) this road will impact the Murdoch Chase residents: - Make it more difficult to enter/exit the estate. - Noise increase 24 x 7! - It will drop the value of the homes.
The through road from Murdoch Drive to Roe Highway.	3) Bibra Lake Drive should be used with a connection across the University land as originally proposed.
MAC Access.	Put MAC ring road back access from 3 points: - Previous road going through field. - South Street. - Kwinana Freeway.
Bibra Drive new alignment.	Do not want alignment of Bibra Drive to change.
Bibra Drive new alignment.	Leave Bibra Drive alignment as it is.
Roe/Bibra.	Consider 'dog-bone' movement at Birbra/Roe to have continuous movement (no traffic lights) like Karel Avenue.
Roe/Bibra.	Maybe in association with removing ramps from Roe Westbound.
Roe/Bibra.	Minimise movements at Bibra/Roe (West to South and West to North) maybe not having ramps as shown.
Bibra Lake Drive.	Basically like the concept design.
Bibra Lake Drive.	Concerned about the connection at Bibra Lake Drive many intersections in a short amount of space.
Bibra Lake Drive.	Ramp that goes too close to residential area of Bibra Lake.

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Raw Comments



Bibra Lake Drive.	1) Bibra Lake Drive is currently a single lane without barriers, due to increase of traffic needs to be dual lane, also barriers need to be in place as houses and Bibra Lake Primary School is on one side. Also, there are people who walk around Bibra Lake from St. Paul's to attend the Primary School . Suggest underpass from Lake to Bibra Lake to the School.
Bibra Lake Drive.	2) Corner Bibra Lake Drive and Farrington Road currently shows roundabout. Suggest lights to stop bottle necks.
Bibra Lake Drive.	3) What happens at Bibra Lake Drive and Hope Road lights?
Bibra Lake Drive.	1) Roundabout at Bibra Drive and Hope Roads.
Bibra Lake Drive.	2) Require more lanes for Roe merges for Southbound traffic over Railway Bridge.
B-B Cross Section.	West bound on/off ramp closer to Northbound loop from Roe Highway.
B-B Cross Section.	Shared pathway - goes across Kwinana?
B-B Cross Section.	Hope Road to Bibra Lake Drive intersection.
B-B Cross Section.	Bibra Lake Drive to Murdoch Drive - Make 2 lanes each way with possible services/residential road. Reference C2, D2.
Bibra Drive On/Off Ramp.	Ability to have good flow of traffic on/off without need for dangerous intersection. Better loops to fill space on this intersection.
Bibra Drive On/Off Ramp.	Unclear as to the off ramp from Kwinana to Bibra Drive (heading North).
Roe Highway and Bibra Lake Drive.	General Overview: Why not follow the railway line with Roe Highway Extension? This land has been utilised for rail, why not on accompanying road?
Roe Highway and Bibra Lake Drive.	Overpass Bridges - pedestrian and bicycle must be completely caged. A safer option than underpasses - especially at night.
Roe Highway and Bibra Lake Drive.	Bibra Drive - must be a 4 lane road.
Roe Highway and Bibra Lake Drive.	Redevelopment of "open space" - lakes and edges planted.
Roe Highway and Bibra Lake Drive.	Cross sections A-A - D-D will these be used in the final plan?
Roe Highway and Bibra Lake Drive.	Will the FEB be reinstated to connect with this extension?
Roe Highway and Bibra Lake Drive.	Bibra Lake and Hope Road - How would the residents on Hope Road access Bibra Lake Drive, especially for people attending the Blue Gum School?
	Impacts on Bibra Drive.
	Remove Farrington Road on/off ramps to improve safety and efficiency.
	PSP must pass over Kwinana Freeway via grade separation.
	PSP must be provided on Roe Highway Extension.
	Make sure any underpass ARE SAFE. What is their plan for LONG TIME FUTURE?
	What can the RAILWAY be utilized for?
	Where extensions - how is the environmental issues going to catered for. (After the lane extensions). Environment should be #1 importance part of overall design.
	Where is money going to come from now - distant future.
	Leach Highway is a nightmare. Something needs to be done about that now!
	Environment, Environment.

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Raw Comments



	1) Noise protection measures essential.
	2) Putting road b/w interchange and Bibra Drive in cut is a good idea to reduce noise and hide vehicles.
	3) Access from Bibra Drive heading North and then on to Roe Highway heading East is not favoured by 3 out of 4 people on the table. They feel this will encourage more traffic onto Bibra Drive to access Roe Highway Extension. 1 out of 4 people feel this access is essential to improve connectivity onto Roe Highway.
Bibra Drive Bridge.	Needs access from Bibra Lake to Murdoch a bridge over the Roe is excellent. Residents in Bibra Lake need to be able to get North easy or else it would add too much travel time.
Bibra Drive Bridge.	Also, a map with the contours of the land would help with the knowledge.
Bibra Drive Bridge.	Also, Trees and shrubs should be used as sound barriers in keeping with the area.
Bibra Drive Bridge.	Worried about increasing traffic along Bibra Drive through Bibra Lake (suburb) therefore recommend that no exit to the South from Roe Highway to Bibra Drive - only to North to allow access to Murdoch area.
Bibra Drive Bridge.	Good road is sunk with extensive sound barriers to minimise the noise impact - visual impact.
Bibra Drive Bridge.	Most important issues for me: Access from Bibra Drive North to Murdoch Drive/Freeway otherwise greatly increased commuting time for all Bibra Lake residents going towards Perth (including access to Public Transport and Train greatly reduced).
Bibra Drive Bridge.	Would that be a good option to just have a bridge over Roe at Bibra Drive - <u>no access</u> to Roe - can leave (problem = access to MAC) Bibra Drive in current alignment.
Bibra Drive Bridge.	Visual impact is important - Money must be spent on revegetation (trees etc., rather than concrete design).
Bibra Drive Bridge.	The impact of where the Road ends to have it will go through the lanes very important to me environmentally.
Bibra Drive Bridge.	Maximum 2 lanes each way.
Bibra Drive Bridge.	Want minimal footprint at Freeway Roe Highway Extension.
All	Current design is good - seems to encourage vehicle access North to MAC - don't think it will encourage vehicles South on Bibra.
MAC and Bibra Drive Access	No on and off ramps to Roe from Bibra Drive.
MAC and Bibra Drive Access	Preserve land.
MAC and Bibra Drive Access	Limit traffic on Farrington Road.
MAC and Bibra Drive Access	No high traffic to flow to Forrest Road.
MAC and Bibra Drive Access	North and South direct link to MAC.
MAC and Bibra Drive Access	Take away Farrington Road on and off ramp from Kwinana Freeway.
Kwinana Freeway access to MAC/Farrington Road.	*Main traffic to come from Freeway North and South not from Farrington therefore, take off Farrington Road ramp and direct access to MAC. Utilise Freeway, Train Station and Bus Station as access (Southern) to MAC.
Kwinana Freeway access to MAC/Farrington Road.	Northern access to MAC and cut off Farrington Road access from Kwinana Freeway to limit traffic off Farrington Road.
Kwinana Freeway access to MAC/Farrington Road.	Public transport concessions for people heading to MAC. Reduce noise from increased traffic.
Kwinana Freeway access to MAC/Farrington Road.	Cut off Farrington Road access North and South from Kwinana Freeway.

Design Workshop One – Kwinana Freeway to North Lake Road

Raw Comments



Kwinana Freeway access to MAC/Farrington Road.	Bibra Drive: - noise for the school. - don't want to get on Roe from Bibra Drive.
Kwinana Freeway access to MAC/Farrington Road.	Adequate landscaping and noise barriers. No big walls/concrete walls - use landscaping abutments.
Bibra Drive access to MAC.	Do not move further West as it will destroy wetlands.
Bibra Drive access to MAC.	Keep alignment but take off on and off ramps.
Bibra Drive on and off ramps.	Encourage public transport use.
Bibra Drive on and off ramps.	How do we access to Farrington Road?
Bibra Drive on and off ramps.	No on and off ramp to Roe Highway from Bibra Drive.
Bibra Drive on and off ramps.	No access to MAC from Bibra Drive.
Bibra Drive on and off ramps.	Reduce traffic on Farrington as already congested.
Bibra Drive on and off ramps.	Bibra Drive must have access to Farrington in either an overpass or underpass taking into consideration the preservation of the environment.
Bibra Drive on and off ramps.	Reduction of footprint.
Bibra Drive on and off ramps.	Use other mitigation measures other than noise walls.
Bibra Drive on and off ramps.	Take into consideration road safety - no concrete walls.
Forrest Road / Sudlow.	Decrease freight and traffic.
Forrest Road / Sudlow.	The proposed plan for Sudlow concerning the traffic flow between Northlake Road and Stock Road is acceptable. At present heavy traffic with large Trucks using Forrest Road is quite disturbing, with the proposed plan. Only local and low volume of traffic will flow onto Forrest Road which will be a relief for the residents living right next to Forrest Road.
East-bound off-ramp from Kwinana Freeway	
East-bound off-ramp from Kwinana Freeway	No movement of off-ramp.
East-bound off-ramp from Kwinana Freeway	No changes to current placement of Roe 7 Highway (table consensus).
East-bound off-ramp from Kwinana Freeway	No Roe 8.
East-bound off-ramp from Kwinana Freeway	Remove all looping off-ramps and use traffic lights instead.
East-bound off-ramp from Kwinana Freeway	No sheet piling.
East-bound off-ramp from Kwinana Freeway	No rapid construction.
East-bound off-ramp from Kwinana Freeway	Noise wall installed.
East-bound off-ramp from Kwinana Freeway	Eliminate looping off-ramps and remove need for drainage basin.
East-bound off-ramp from Kwinana Freeway	Don't change current Bibra Drive.
East-bound off-ramp from Kwinana Freeway	Use current Bibra Drive, Farrington Road and Murdoch Drive configuration for access to MAC.
East-bound off-ramp from Kwinana Freeway	Traffic lights instead of looping off-ramps, similar to South Street.
East-bound off-ramp from	Do not alter current PSP's.

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Raw Comments



Kwinana Freeway	
East-bound off-ramp from Kwinana Freeway	No more high voltage overhead lines (132 or 330Kv transmission lines).
East-bound off-ramp from Kwinana Freeway	Sink current high voltage lines.
East-bound off-ramp from Kwinana Freeway	Use the roundabout at Murdoch Drive and Farrington Road.
East-bound off-ramp from Kwinana Freeway	If necessary, widen Bibra Drive.
East-bound off-ramp from Kwinana Freeway	Light spill to be directed away from residential housing (use lights that focus on road more).
East-bound off-ramp from Kwinana Freeway	Property devaluation of houses backing on to Roe 7 and Roe 8 (address this issue).
East-bound off-ramp from Kwinana Freeway	Important Notice Leeming Resident (see PDF).
Evergreen Court, Leeming (Roe 7 Highway)	Existing Eastbound Roe 7 on ramp to Roe Highway not to be moved.
Evergreen Court, Leeming (Roe 7 Highway)	Noise wall to be installed behind "Evergreen Court, Leeming".
Evergreen Court, Leeming (Roe 7 Highway)	Traffic lights to be installed instead of off-ramps over Kwinana Freeway.
Evergreen Court, Leeming (Roe 7 Highway)	No rapid construction methods to be used.
Evergreen Court, Leeming (Roe 7 Highway)	Road not to be built higher than homes.
Evergreen Court, Leeming (Roe 7 Highway)	No road near back fences of homes in Leeming.
Evergreen Court, Leeming (Roe 7 Highway)	Excessive property damage.
Evergreen Court, Leeming (Roe 7 Highway)	Light spill too close to homes.
Evergreen Court, Leeming (Roe 7 Highway)	PSP too close to homes.
Evergreen Court, Leeming (Roe 7 Highway)	Level of Roe 7 Highway too high is visible from back fence.
Evergreen Court, Leeming (Roe 7 Highway)	"NO Roe 8".
Evergreen Court, Leeming (Roe 7 Highway)	High voltage transmission lines to be placed underground.
Evergreen Court, Leeming (Roe 7 Highway)	Existing Eastbound Roe 7 on-ramp to Roe Highway not to be moved.
Evergreen Court, Leeming (Roe 7 Highway)	Noise wall to be installed behind Evergreen Court, Leeming.
Evergreen Court, Leeming (Roe 7 Highway)	Traffic lights to be installed instead of off-ramps over Kwinana Freeway. No rapid construction methods to be used.
Evergreen Court, Leeming (Roe 7 Highway)	No road near back fences of homes in Leeming: <ul style="list-style-type: none"> - Excessive property damage. - Light spill too close to homes. - PSP too close to homes. - Level of Roe 7 Highway too high, is visible from back fence.

Design Workshop One – Kwinana Freeway to North Lake Road

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Evergreen Court, Leeming (Roe 7 Highway)	No Roe 8.
Evergreen Court, Leeming (Roe 7 Highway)	High voltage transmission lines to be put underground.
Evergreen Court, Leeming (Roe 7 Highway)	No road behind Leeming houses through current bushland. Roe 7 alignment should not be changed (Eastbound off Kwinana Freeway).
Evergreen Court, Leeming (Roe 7 Highway)	No new Bridges on East side of Kwinana Freeway.
Evergreen Court, Leeming (Roe 7 Highway)	Off-ramps with traffic lights off Kwinana Freeway should be the preferred option on to Roe Highway.
Evergreen Court, Leeming (Roe 7 Highway)	"Noise Wall" should be installed along all Roe Highway. No rapid construction method.
Evergreen Court, Leeming (Roe 7 Highway)	Small parcel of bushland behind Leeming homes should not be encroached on.
Evergreen Court, Leeming (Roe 7 Highway)	No Roe Eight required.
Evergreen Court, Leeming (Roe 7 Highway)	Shared paths to stay as they are.
Evergreen Court, Leeming (Roe 7 Highway)	No more transmission lines. They should be <u>underground</u> 132 or 330Kv lines.
Evergreen Court, Leeming (Roe 7 Highway)	Lights on Roe 7 should have spill away from houses.
Connection to residential area in NW quadrant from Murdoch Drive.	Maintain Access.
Connection to residential area in NW quadrant from Murdoch Drive.	Full uninterrupted movement at Kwinana/Roe is great - No traffic lights.
Connection to residential area in NW quadrant from Murdoch Drive.	Reduce impact on residents South by using a tunnel between Bibra Drive and Freeway (noise, aesthetics (maintain natural hill)).
What does it look like? Kwinana / Roe Interchange	Full uninterrupted movements at Kwinana / Roe is great.
What does it look like? Kwinana / Roe Interchange	No traffic lights.
Where does it go?	No increase in traffic on Bibra Drive - don't need connection from Bibra/Roe Extension.
Where does it go?	Don't encourage by provided access.
How does it connect? Residential Area NW of Kwinana/Roe Interchange.	Maintain access.
How does it connect? Bibra/Roe.	Consider no left turn access to Bibra from Roe (heading West) - especially if traffic can short cut to Adventure World by using Hope Road.
	See PDF of Drawing
	See PDF of Drawing
	See PDF of Drawing
What options would you like us to explore when considering the section from Kwinana Freeway to Bibra	chenga Comment 1 I love the cross section C-C, looking North East of Hope Road . It says "Existing bushland to be retained and enhanced". Enhanced! Ha ha, I'd like to see that. I can't wait to see what they say about the extension West of

Design Workshop One – Kwinana Freeway to North Lake Road

Raw Comments



<p>Drive?</p>	<p>Bibra Drive.</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Lets keep calm Comment 2 Thank you for the forum for those of us who cannot attend in person. Use Farrington Road, not Hope Road as it is already busy and partly developed, therefore already impacted, thus avoiding visually (presuming elevation of the Roe so it is not a physical barrier) bisecting the Lake System/Wetlands.</p> <p>And PLEASE provide entries and exits for Bibra Drive both East and West, so in effect the area would gain the Freeway exit and entry (exit from South and entry to South) it is currently lacking from Farrington Road. On the Project Map shown today, if wanting to travel East on the Roe from Bibra Drive, it appears one would have to go through to the roundabout at the intersection of Farrington and Murdoch and come back to access the ramp to go East onto the Roe? If so, can't a loop be constructed there? Maybe that is still being reviewed. I gather from Section A-A there will be a Westbound Off Ramp to Bibra Drive? thumbs up to that!</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Chris1 Comment 2.1 I agree, let's upgrade the roads we already have before butchering our natural environment with more roads that don't work. A few fly-overs on Leach Highway, a lot more slip roads (not traffic lights) and some thought on bottle necks would cost a lot less than the \$550 million that Roe will cost and achieve the same result.</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>garnold Comment 2.1.1 I totally agree. I still cannot see the point and won't accept the building of a "Road to Nowhere" through the middle of natural bushland and a bird and animal sanctuary.the existing roads to the Port with a few fly-overs. Other States are using fly-overs with enormous success. This cuts out sets of traffic lights and the traffic runs more smoothly. A run off road from Kwinana Freeway (heading North) onto Farrington Road is a far better option to get to both hospitals. Use more trains from Fremantle Port to get the trucks off the roads. Please leave the suburb of Bibra Lake alone and scrap Roe 8. "Totally Opposed".</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Chris1 Comment 3 I am concerned that the short section of Kwinana Freeway between Beeliar Drive and Canning Highway just has too many junctions to be an efficient road. It cannot support the entrance and exit that Roe 8 requires. The bottleneck is the freeway, not the roads leading into it and Roe 8 would just make this worse.</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Roe to Rottnest Comment 4 Why do I get the impression that the funnel process will be nothing more than a swirling around for a while before the whole thing disappears down the pointy end ? Just build it.</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Roe to Rottnest Comment 4.1 I like the Kwinana Freeway interchange design by the way. Simple and effective.</p>

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<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Geoff Comment 3.1 I agree with the number of entry points is a concern. How about we remove the Farrington road run into Kwinana Fwy. When you look at the Roe plans that junction is almost redundant. Again there will be an impact on some people but the majority could use the new Roe interchange on Kwinana Fwy, or South street to go north. The south bound run off Kwinana Fwy at Farrington could remain.</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Glenn Comment 5 I note the latest Southmetro newsletter comment that community involvement in the forum had substantially reduced numbers attending. The implication to be drawn was the effective communication and consultative style of Southmetro had placated and answered many concerns. I am sure there is some truth to this. I would not bet my last dollar that it is completely right either. A hunch tells me that many, many Bibra, North Lake and Leeming residents can see when a spin is in play. I gained the impression at the first open day that nothing I thought or said would change the direction of the project. All we are talking about here is window dressing. It will be built, within design parametres and within cost estimates regardless of any opposition. Perhaps people did not turn up because they are smart enough to see through a large publicity campaign. If I were Southmetro , I certainly would not take any solace from the lack of attendance. In fact , I would regard it as ominous and an indicator that public attitudes are hardening and polarising around two views, one of which is hard line opposition. Hardly a ringing endorsement I would say.</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Gulliver Comment 5.1 It must surely be of concern that an issue as large as this had become has apparently become of no interest to either side in the argument! 80 people at an information day? A few hundred views of each of the pages here? It begs the question how much money is being spent on this whole "Community and Stakeholder Engagement" process. Sorry if this posting is off-topic but I was rather under the impression that I would find an on-line forum here rather than a rather rigid single question to comment on!</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Geoff Comment 6 On a good day it takes 12 minutes of roundabouts, traffic lights, merging lanes, and traffic calming to get to the Roe highway on the way to Midvale. I welcome the Roe 8 with an open mind and a desire to see the project get underway as soon as possible. I have no way of knowing what my carbon footprint is for the start of my day, but I'm sure it is a lot less when I can settle on a constant speed and "cruise" for the remainder of my daily commute. Equally the trip home often comes to a sudden halt at Karel Ave. Please please can we start supporting this initiative with positive input. Yes there will be an impact, so lets work together to reduce the negatives and support the positives. Simply wishing it away is no way to develop this great state and move or growing community forward. I would hate to see Farrington road used the traffic increase right next to the two schools can only be a bad thing. The congestion at the entry to Murdoch Uni from Farrington road already causes traffic hazards and interruption to the smooth flow of traffic. I note that the addition of an extra lane on north lake road through the wetlands has made a huge improvement to traffic flow and safety. Lets make sure that "retained and enhanced" is a promise kept rather than assuming it is just another spin.</p>
<p>What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?</p>	<p>Chris1 Comment 6.1 Geoff, where are you travelling from? 12 minutes from where?</p>

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Raw Comments



Drive?	
What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?	<p>Geoff Comment 6.2 Sorry, Near the corner of stock and forest roads.</p>
What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?	<p>Chris1 Comment 7 If you need a blueprint for a good piece of road improvement have a look at the Leach Highway flyover going over Welshpool Rd and Orrong Rd. Yes to upgrades, no to Roe. Let's not get too carried away that the Roe Hwy can handle more traffic. There are major congestion problems and long hold-ups every day around the junction with Tonkin Hwy. Oops, invalid captcha or blank comment. Please try again.</p>
What options would you like us to explore when considering the section from Kwinana Freeway to Bibra Drive?	<p>ptbarker Comment 8 Personally I would like to see the link to the hospitals done through an upgrade of the Farrington Road intersection through to Murdoch Drive. This would allow a minimal footprint size for the Roe through from Kwinana to North Lake Road but would involve cutting off Bibra Drive thus removing the need for an overpass to be constructed here. A bit different I know, but worth a thought. However I am not dead set opposed to the plan offered. The plans seem to be suggesting that a roundabout is maintained at Farrington / Murdoch ? This is a good move rather than to try and drop traffic signals in. The only point that I would raise is Noise Walls. My understanding is that the allowable daytime noise levels are the equivalent to the current night time levels on other recent MRWA projects - 55dB ? To achieve this I would suspect that the heights would be quite substantial and quite an overpowering slab of concrete panels ? Oops, invalid captcha or blank comment. Please try again.</p>