



30 May 2018

Hon Matthew Swinbourn MLC  
Standing Committee on Environment and Public Affairs  
Legislative Council Committee Office  
Parliament House  
4 Harvest Terrace  
West Perth WA 6005

Dear Mr Swinbourn

**Petition No. 52 – Murdoch Drive Connection Project**

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I refer to your letter dated 10 May 2018 regarding Petition No. 52 - Murdoch Drive Connection Project.

I understand the Committee is undertaking preliminary inquiries into the petition and requests our comments on the terms of the petition and the submissions from the principal petitioner and tabling member.

The City's position on the project in relation to the consultation carried out by both the City and the Main Roads WA is best described in the report submitted to the City of Cockburn Ordinary Meeting of Council on 12 April 2018 Item 19.1 (2018/MINUTE NO 0064). A copy of this report and the Attachments are enclosed for your information and reference.

While recognising the concerns expressed by the residents of the Murdoch Chase area, the City will always view a project from the perspective of the impact it will have on the 'entire' local road network. The Murdoch Drive Connection Project is a State project with Main Roads WA entirely responsible for project delivery. Main Roads WA and the Metropolitan Road Improvement Alliance were also the responsible parties for the public consultation process for this project.

In response to the two elements of complaint in the petition; ie the lack of consultation and removal of direct access northwards from Murdoch Chase to the Murdoch Activity Centre, the City offers the following points for the Committee's consideration.

The road layout approved by the Minister for Transport in January 2018 is indeed quite different to the original concept first proposed in May 2017. The initial plan, released by Main Roads WA in May 2017, showed the new link road as an at grade intersection with Farrington Road. The geometrics of the original proposal would have placed three at grade intersections (two controlled by traffic lights and the existing roundabout) along Farrington Road within spacing of 500m. This design would have caused gridlock along Farrington Road, which would have stretched beyond the intersections with Bibra and Murdoch Drive, making local traffic movement very difficult. In particular, prioritising the differential traffic north-south and east-west flows would have meant that intersection Murdoch Chase

residents rely upon for access/ egress from their residential estate (Allendale Entrance) would have become unworkable for much of the day.

Following an approach from the City, the Government agreed to address these concerns and modified the design to include a bridge over Farrington Road; it also allocated additional funding to the project. This became the first of many actions the City subsequently undertook to manage the impact of this project on the traffic network and produce a workable solution.

In doing so, the City engaged traffic engineering consultancy Cardno WA to assist in the testing of options to reduce impact on the local road network while still achieving the project objectives as advertised by the State. The City expended considerable funds and staff time in making representation on behalf of all residential areas impacted by this major project.

In August 2017, Main Roads WA released a revised plan in response to community concerns about the impact of increased traffic on Farrington Road and Bibra Drive. A community information session was carried out by the Main Roads WA and attended by about 300 to 350 residents. The community opposed a suggested cul-de-sac on Bibra Drive and expressed reservations about direct access from the Murdoch Drive Connection to Bibra Drive and hence Hope Road and Progress Drive.

In September 2017, the proposed cul-de-sac severing Bibra Drive from Farrington Road was removed. Murdoch Drive would pass over Farrington Road, with connectivity to the Murdoch Activity Centre from the east and west maintained via a northbound spur from the existing Allendale Entrance roundabout, which intersected another new roundabout on the proposed Murdoch Drive.

In September 2017, Main Roads formed a Community Reference Group (CRG) to provide further input. Amid ongoing concerns about the impact of the project on the local roads, for several months Main Roads WA halted its public consultation as it sought to refine the road design. During this period Main Roads WA confined its discussions to staff from the City of Melville and the City of Cockburn.

The traffic modelling carried out by Cardno validated concerns raised by the City of Cockburn, the CRG and the Bibra Lake Residents' Association. The City proposed a new concept that subsequently became known as Main Roads Option Four, which removed access off the Murdoch Drive Connection on to Bibra Drive. This would still allow the new road to achieve its strategic objective but without causing overcapacity on the surrounding road network.

In relation to the concern of residents in the Leeming area about access onto the Roe Highway and the Freeway, the City has allocated \$2 million to upgrade Karel Avenue from Farrington Road to the Berrigan Drive/Karel Avenue intersection. An in-principle agreement has also been reached with Jandakot Airport Holdings to contribute to the upgrading of the Berrigan Drive section into Jandakot Airport. In combination with the investment by the State Government to duplication of the Karel Avenue road and rail bridges, the overall project will reduce congestion and improve local access to Roe Highway for all residents using this point of access.

With the adoption of Main Roads Option 4, it should also be noted that the traffic modelling undertaken by both the City and the Main Roads WA indicates a reduction in traffic on Farrington Road east of the Freeway, under the approved layout in 2021, compared to existing traffic counts.

It should also be noted that the subsequent Microsimulation (real time) modelling carried out by the Main Roads WA indicated an improvement in peak time travel from Allendale Entrance to the Murdoch Drive northbound for the approved road layout compared to the existing congested situation at the intersection of Allendale Entrance and Farrington Road roundabout.

Should you require any further information or clarification on the City's position, please contact either myself or the City Director of Engineering and Works Charles Sullivan on ph 9411 3571.

Yours Faithfully



Stephen Cain  
Chief Executive Officer

Attach: City of Cockburn Ordinary Meeting of Council on 12 April 2018 Item 19.1 (2018/MINUTE NO 0064).

## 19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

### 19.1 (2018/MINUTE NO 0064) CONSTRUCTION OF THE MURDOCH DRIVE CONNECTION TO IMPROVE ACCESS TO MURDOCH ACTIVITY CENTRE (MAC)

**Author(s)** C Sullivan and D Arndt

**Attachments**

1. Murdoch Drive Connection 20/21 Traffic Volume Comparison
2. City of Cockburn Presentation November 2017
3. City of Cockburn Presentation Feb 2018

#### RECOMMENDATION

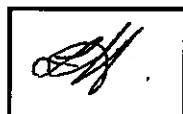
That Council

- (1) restates its objection to the Roe 8 Extension project and requests the State Government to initiate an amendment to the Metropolitan Region Scheme removing the primary regional road reservation;
- (2) endorses the preferred option for the Murdoch Activity Centre Link Road announced by the State Minister for Transport, Planning and Heritage in January 2018; and
- (3) seek legal and technical advice on a possible amendment to the current Environment Protection Authority approval described in Ministerial Statement 1008 issued on 2 July 2015 to remove the Roe 8 extension element.

#### COUNCIL DECISION

MOVED Deputy Mayor L Smith SECONDED Cr C Sands  
That Council

- (1) restates its objection to the Roe 8 Extension project and requests the State Government to initiate an amendment to the Metropolitan Region Scheme removing the primary regional road reservation;
- (2) acknowledge its in-principle support for the construction of the Murdoch Drive Connection designed to improve access to the Murdoch Activity Centre (MAC);
- (3) seek legal and technical advice on a possible amendment to the current Environmental Protection Authority approval described in Ministerial Statement 1008 issued on 2 July 2015 to remove the Roe 8 extension element; and
- (4) write to the WA Minister for Transport expressing concern raised



by residents over the process, or lack of process, of public consultation.

**CARRIED 7/1**

### **Background**

On 19 March 2018 Deputy Mayor Cr Smith proposed a Notice of Motion to be considered by Council at the April 2018 OCM as follows:

#### *That Council*

- (1) *reiterates its in-principle support for the construction of the Murdoch Drive Connection designed to improve access to the Murdoch Activity Centre (MAC);*
- (2) *write to the WA Minister for Transport expressing serious concern with the lack of public consultation and final concept design announced by the State and Federal Governments, which differs significantly from the original design proposed by Main Roads;*
- (3) *request the Chief Executive Officer to:*
  1. *Advise the State and Federal Minister for Transport and all surrounding Local State and Federal Parliamentarians of the City of Cockburn's objection to the proposed design and lack of consultation.*
  2. *Advise City of Cockburn residents in Leeming, Bibra Lake, Northlake and Murdoch Chase by way of mail out of the city's objection to the proposed design and lack of public consultation.*
- (4) *hold a community meeting as previously adopted by Council and further invite the Minister for Transport and surrounding Local - State and Federal Members of Parliament to attend.*

#### *Reason for Motion*

*Nobody denies the Murdoch Drive Connection provides a vital link to Fiona Stanley and St John of God hospitals;*

*We all understand the connection forms part of a \$2.3 billion package of road and rail infrastructure works, funded by the Australian (\$1.6 billion)*



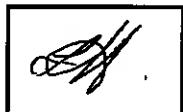
*and State (\$750 million) Governments, announced by Premier Mark McGowan on 7 May 2017.*

*We all acknowledge the project has been planned in various forms for more than 10 years and is required to reduce congestion, provide better access to Fiona Stanley Hospital and help the Murdoch Activity Centre (MAC) meet its economic potential as a major employment and research centre.*

*However,*

1. *The final concept design announced by the State and Federal Governments varied considerably from the original design proposed by Main Roads.*
2. *Since the announcement there has been a significant rise in anger and concern from residents across all Wards of Cockburn demanding action from those who represent them across all tiers of Government including Local, State and Federal;*
3. *The primary reason for the backlash stems from a narrow and limited process of consultation with Cockburn residents and significant variation to the original concept design proposed by Main Roads;*
4. *Writing to the Minister will go a long way to restoring faith in those that we represent across the City of Cockburn; and*
5. *As outlined in Elected Members Code of Conduct we agree to:*
  - a) *(2.3) effectively translate the community's needs and aspirations into an agreed direction and future for the City;*
  - b) *(2.4) always agree to openly encouraging the participation of residents in the opinion forming and decision making process of Council;*
  - c) *(2.4) showing tolerance acknowledge the right of individuals both on Council and in the community, to hold differing opinions and to express those opinions;*
  - d) *(2.4) act independently and free of undue influences created by pecuniary interests and other conflicts of interest*
  - e) *(3.1) represent the whole community first and the interests of pressure groups or individuals only in a context of the greater community good.*

*At no stage did Elected Members vote nor reach an agreement on this proposed option, nor did they take into consideration wider consultation*



or feedback from a growing number of concerned residents. Whether Elected Members agree or do not agree with the consultation process, one thing we can all agree on is that there has since been an undeniable increase in concern from both residents and pressure groups.

The rising concern in relation to the proposed option and lack of community consultation gives reason for Elected Members to consider that perhaps this option does not meet the needs, aspirations nor greater community good of residents of the City of Cockburn.

### Submission

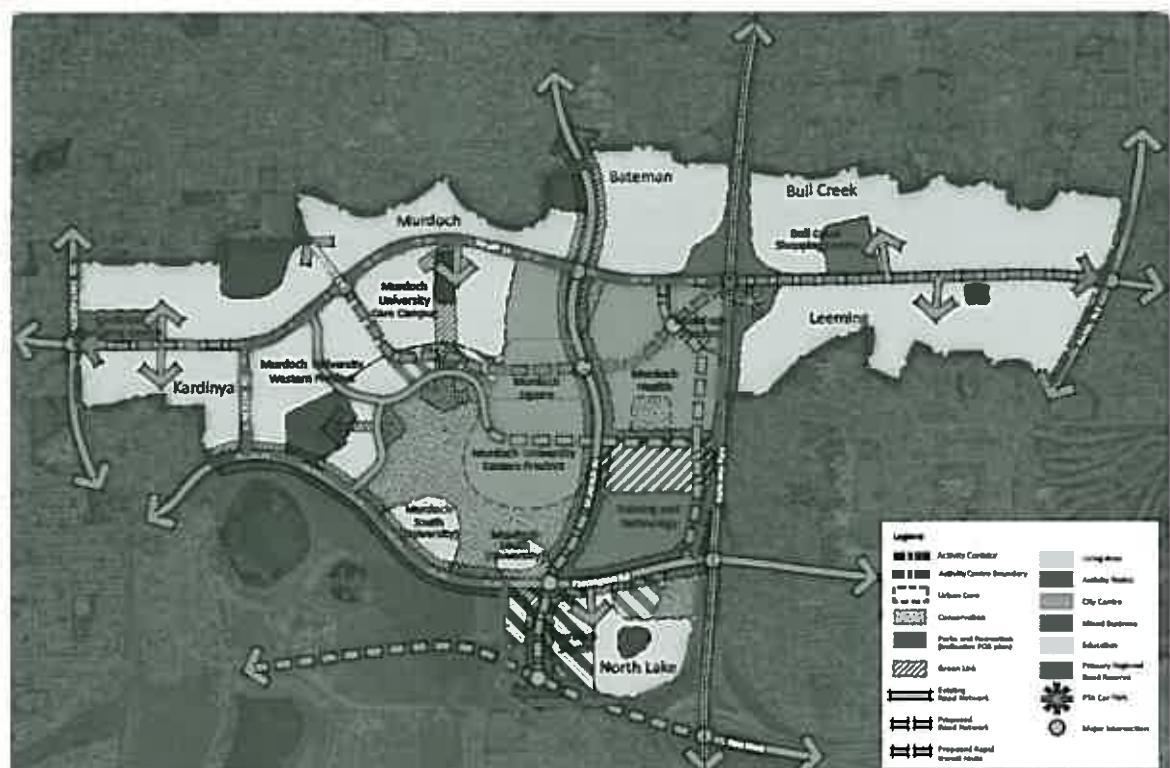
N/A

### Report

#### Planning Context

In October 2013 the Western Australian Planning Commission (WAPC) endorsed the Murdoch Specialised Activity Centre Structure Plan (MSACP), which was subsequently released to the public in March 2014. The MSACP superseded the previous Murdoch Activity Centre Structure Plan adopted in 2007.

The MSACP was developed by the Department of Planning in collaboration with the WAPC, City of Melville and Murdoch University.



The MSACP identifies Murdoch Drive as a major boulevard traffic artery linking to the planned extension of Roe Highway and/or Kwinana Freeway to the south. The associated Murdoch Activity Centre Access and Parking Policy states "*The volume of traffic to and from the centre is to be managed within the capacity of the planned external road network, especially during peak periods.*"

This is reflected in the major road network plan (below), whereby the hierarchy of roads has been split into those which carry large traffic volumes and those which can support a more pedestrian-friendly environment. The Kwinana Freeway, South Street, Murdoch Drive (south of South Street) and Farrington Road will continue to be high-volume or longer distance traffic routes.



The MSCAP recommends that an interdepartmental State Government traffic model is be prepared and managed to monitor and determine the extent of the impact on future traffic needs. The MSACP goes on to state that the previous modelling underpinning the existing Murdoch Activity Centre Public Transport Master Plan remains valid to this new Activity Centre framework.

The MSCAP identifies a number of short term road upgrades that were committed by State Government to be completed by 2014.

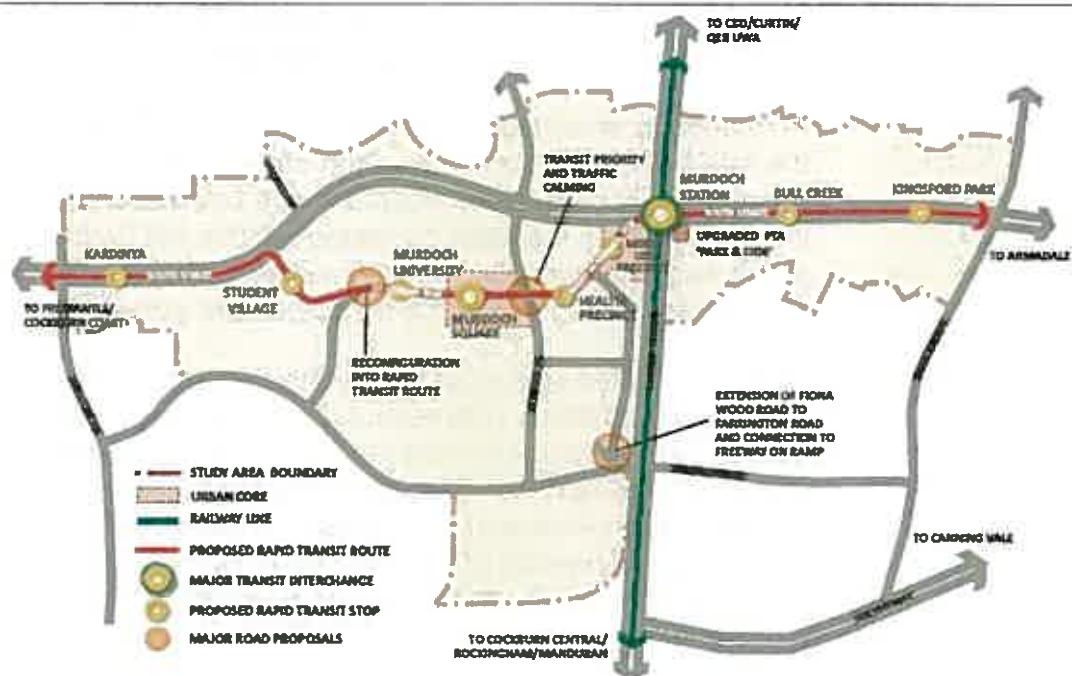


- Kwinana Freeway third lane construction (between Roe Highway and Leach Highway). *Completed in 2013.*
- Kwinana Freeway/South Street northbound off-ramp realignment. *Completed in 2013.*
- Additional turning lanes at the South Street/Murdoch Drive intersection. *Completed in 2014.*
- Connection of Barry Marshall Parade to Murdoch Station. *Currently under construction.*

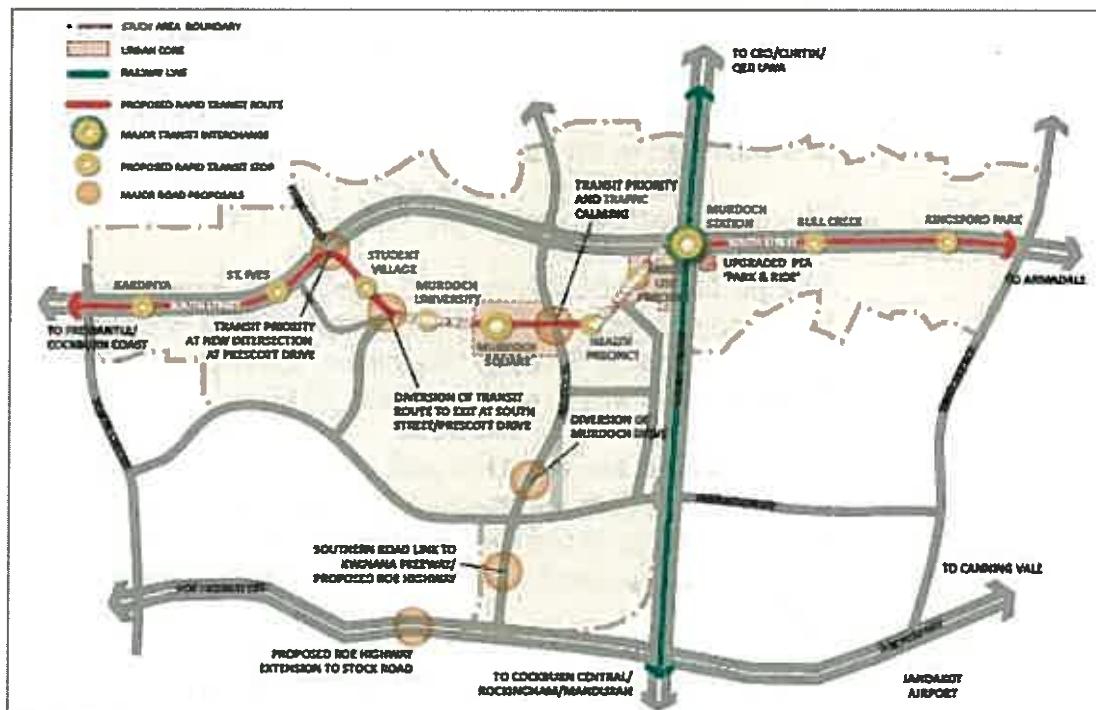
The MSCAP also indicates that in the mid to longer term and based on current traffic growth trends, there is significant risk that the traffic volumes could result in the road network around the Kwinana Freeway/South Street interchange exceeding its original design capacity. The situation will need to be monitored as new local developments begin to generate more trips. Therefore it identifies the following road infrastructure improvements, or suitable alternatives, are under consideration by the State Government and transport authorities by 2021.

- Modifications to Kwinana Freeway/Farrington Road on/off ramps (*this forms part of the Managed Motorway concept currently in development*)
- Southern extension of Fiona Wood Road to Farrington Road (including a link to Kwinana Freeway northbound).
- Southern connection of Murdoch Drive to Kwinana Freeway via Roe Highway or connection to extended Roe Highway (including realignment of Murdoch Drive near Farrington Road). (*This is the MAC link road currently under construction*)





For the period beyond 2021, the State is considering further upgrading of South Street/Murdoch Drive intersection, including options to grade separate.



The MSCAP recognises that without the southern connection, direct access to the freeway network from the activity centre will continue to be solely from the South Street interchange and that until alternative strategic road access to the activity centre is committed to, traffic flows through the South Street corridor, particularly at the junction with



Murdoch Drive, will continue to be monitored to ensure that the road network is performing without adverse effects.

In relation to emergency vehicle access to the Fiona Stanley Hospital the MSCAP states that in the short term, the measures required for the opening of Fiona Stanley Hospital have been accounted for. However, if traffic volumes increase as predicted, this will need to be continually monitored with upgrades considered as part of the future management strategy for emergency vehicles across the activity centre.

In 2015 AECOM was engaged by the Department of Transport to develop a Commuter microsimulation model for the Murdoch Activity Centre (MAC), which formed part of the *Murdoch Activity Centre Transport Assessment*. The 2031 traffic model includes the entire MAC Structure Plan Area and future planned surrounding road upgrades such as the extension of Roe Highway and associated southern connection as well as the southern extension of Fiona Wood Road to Farrington Road.

The City has raised the issue of the capacity of Murdoch Drive north of Farrington Road through the activity centre on a number of occasions with MRWA even though this section of the road link is in the City of Melville. The response was that this section of Murdoch Drive is outside the project scope but still needs to be advocated for future funding. The most recent advice from MRWA is that the four lane dual carriageway configuration will be sufficient to cater for the expected traffic volumes, however, as additional activities are developed within the MAC precinct this will need to be monitored and reviewed.

### **Project Development**

The proposed MAC Link Road connection forms part of a \$2.3 billion package of road and rail infrastructure works, funded by the Australian (\$1.6 billion) and State (\$750 million) Governments, announced by Premier Mark McGowan on 7 May 2017.

The project is an important part of MSCAP as noted above and is required to reduce congestion, provide better access to Fiona Stanley Hospital and to assist the Murdoch Activity Centre (MAC) development to meet its economic potential as a major employment and research centre.

That plan did not have detailed traffic projections, but did identify the road network improvements that would be required to support the growth of the MAC precinct. MRWA has developed the road network in order to facilitate the growth within MAC, notably in 2014 with the completion of a major upgrade to South Street, roads into the PTA carpark and to the entrance to Fiona Stanley off Murdoch Drive.



Traffic volumes modelled by MRWA in the Murdoch Activity Centre are shown as Attachment 1. The following points should be noted:

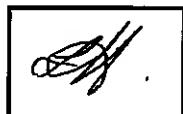
- Sheet 3 of Attachment 1 demonstrates the redistribution of trips with the project (i.e. reduction of trips from the north).
- Sheets 1 & 2 of Attachment 1 show forecast traffic for 2021 & 2031. This is predicated on full implementation of forecast land use for these years which appears unlikely. Main Roads Road Planning and Development Branch is currently liaising with the City of Melville regarding further assessment of the forecast land use and any related traffic modelling for the MAC precinct.
- The 2021 forecast traffic volumes for Murdoch Drive are considered within the capacity of a four lane dual carriageway; albeit with the potential for some congestion at intersections at peak periods.

The City went through a detailed analysis of road concept options over the period August to November 2017 – these options are described in Attachments 2 and 3 of this report. The results of the traffic modelling carried out by engineering consultants Cardno were published on the City website. To demonstrate why the City supported the preferred option over the MRWA options requires some discussion of the constraints as well as the traffic modelling.

The Metropolitan Road Improvement Alliance (MRIA) proposed Murdoch Drive Connection design from 2017 (10-0100-010-RD-SK-1050-B) proposed to introduce a direct connection from Roe Highway onto Murdoch Drive and Bibra Drive, as well as indirect connection on to Farrington road via the Farrington Road/Murdoch Drive/Allendale Entrance Roundabout. In addition, the proposal included for the closure of vehicular access between Bibra Drive and Farrington.

The City of Cockburn had concerns with respect to extending Roe Highway via the Murdoch Drive Connection in accordance with the MRIA 2017 proposals. The below being the five key points:

1. The introduction additional heavy good vehicles (18% of total traffic using Roe Highway at Karel Avenue is classified as a heavy goods vehicle) onto Farrington Road, Bibra Drive and Hope Road, towards commercial areas to the west of the Freeway.
2. The proposal promoted the flow of traffic from Roe Highway to the south west, via Bibra Drive. This would introduce significantly more traffic and trucks to Bibra Drive and Hope Road. These are local roads with residential homes directly fronting. In addition there are significant environmental and social constraints along the alignment of these roads, not least:



- Beeliar Park Bush Forever Site to the West
  - Bibra Lake Reserve and Wetland to the West
  - Eliza Cave Park
  - Bibra Lake Primary School
  - Residential development abutting
3. The MRIA 2017 proposal is demonstrated to introduce additional traffic onto Farrington road, which is currently approaching capacity. Thus for MRIA proposals to function from a traffic perspective, Farrington Road would have to be duplicated (between Bibra Drive for 2.2km to North Lake Road). This is not possible due to environmental constraints at Farrington Road:
- North Lake CCW wetland,
  - Melaleuca Swamp wetland,
  - Lower Swamp wetland,
  - Beeliar Park Bush Forever site.

It was because of the above environmental constraints that the EPA (DCE Bulletin 179) has blocked proposals for the construction of Farrington Road as a four-lane dual carriageway. Furthermore, the EPA concluded that "*provision of Farrington Road as a major through road for all vehicles is inappropriate, and that this would result in social amenity problems. Steps should be taken to restrict the use of the road to certain vehicles only and trucks should be prevented from using Farrington Road as a through route.*"

Thus, this significant additional traffic from Roe Highway to Farrington road would leave the City of Cockburn, local residents and users of this road with a long-term legacy that, in accordance with advice from the EPA, cannot be resolved by duplication of this road.

4. The closure of Bibra Drive, as was proposed by the MRIA, is unacceptable to the City of Cockburn and residents who use this road.
5. The proposed Murdoch Drive Connection (MRIA) design from 2017 (10-0100-010-RD-SK-1050-B) was assessed to fail from an intersection traffic performance perspective.

The MRIA proposed a full access link between Farrington road and the proposed roundabout connecting Roe Highway directly into Murdoch Drive. This is the key intersection to this project and the 2017 design by MRIA was ill conceived. Based on traffic assessments the 2017



proposal failed to meet core project objectives with respect to relieving congestion on Murdoch Drive, as well as failed to provide shorter more predictable journey times for those who live and work in the Murdoch Precinct and finally failed to improve access to and from Fiona Stanley Hospital for visitors and staff in peak traffic hours.

This was due to the configuration of the proposed roundabout. The very significant traffic volumes that have been projected to use this roundabout and the conflicting turning movements were modelled by third party Traffic Engineers. The analysis confirmed the City of Cockburn's concerns. Adopting projected traffic figures, as provided by the MRIA, there will be very significant congestion and ultimately the intersection would fail from a traffic serviceability perspective.

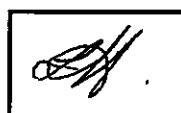
The traffic analysis was presented to the MRIA and all further considered configurations of the Murdoch Drive Connection, by the MRIA, did not provide a full access link between Farrington Road and the Murdoch Drive Connection. This is likely (based on Traffic Engineers advice provided to the City of Cockburn) due to the fact that a roundabout in this location could not accommodate both the traffic figures to/from Roe Highway and inbound/outbound traffic from Farrington Road. As a result, it was not possible to provide full movement at Farrington Road.

It is important to note that for vehicular movements from west to east (of the Freeway) will now be far more easily assessable to Cockburn residents living west of the Freeway, via the proposed roundabout at Bibra Drive and the Murdoch Drive Connection. For the opposite, east to west (of the Freeway), the options do not change from what is currently available.

In accordance with MRIA projected traffic figures, once completed, the Murdoch Drive Connection project will result in a reduction in traffic volumes on Karel Avenue and Farrington Road. For Farrington road, at Casserly Drive, the reduction will be just under 30% (17,500 vehicles per day in both directions 2021), when compared to a do nothing scenario (22,400 vehicles per day in both directions 2021).

As such, the proposed Murdoch Drive Connection project will represent an improvement in access. The City supports delivery of the MAC based on option 4, noting this design facilitates the strategic movement of traffic into MAC with the least amount of impact on the City's local road network.

With reference to emergency vehicle access to Fiona Stanley Hospital from the freeway northbound, the MRWA advised that this option was considered several years ago during MAC/FSH planning. However, with confirmation of a southern access (initially through Roe 8 and now through Murdoch Drive Connection) it was not considered necessary to progress this option. If there is congestion on the network around the



MAC precinct (or on any other areas of the Perth Metropolitan road network) emergency vehicles are able to activate lights and sirens to ensure fast passage.

Such a direct access into the hospital precinct from the Kwinana Freeway for emergency vehicles only had also been raised by the South West Group in 2015. The constraints on the horizontal and vertical alignments due the level difference between the freeway and the hospital indicated that only a tunnel option was a possibility which was an extremely high cost option and not considered feasible by the State.

#### Project Environmental Approval

MRWA is developing the MAC link under the blanket environmental approval contained in Ministerial Statement 1008 (refer <http://www.epa.wa.gov.au/sites/default/files/1MINSTAT/Statement%20No.%201008.pdf> )

The Statement, issued on 2 July 2015, covered the breadth of works for Roe 8 and included the connectivity to Murdoch Drive. The City formally registered its objections to Roe 8 at Council meetings held on 14 May 2015 and 8 September 2011. The City notes the Government has advised it will seek amendment of the Metropolitan Region Scheme (MRS) to formally remove Roe 8; a similar process was used to remove the Fremantle Eastern Bypass.

While it necessary for MRWA to use this approval for construction of the MAC link, it has been suggested to the City by the Conservation Council of WA that it may be possible to seek an amendment to the Statement to remove the Roe 8 element. That course of action could prevent construction of Roe 8 from being constructed, even if an amendment to the MRS had not been finalised or approved in this time period.

There is a level of technical and legal detail that the City would have to research in order to prove up this proposition. The existing environmental approval has a validity period of five years, but works have to be substantially commenced in that time for the approval to remain valid. As works will be partially commenced, albeit just for the MAC element, the standing of the approval for anything further is uncertain. The City will seek technical and legal advice, following which a further report to Council will be considered.

In the meantime, the City continues to facilitate the revegetation project for the former Roe 8 reserve with the MRWA with a legal agreement to define the revegetation plan now with the Minister for Transport for signature. Under this agreement, the City will manage the revegetation of the road corridor to achieve a satisfactory level of reinstatement. The



City will work through a Steering Group with all costs for the revegetation project to be met by the MRWA.

### **Strategic Plans/Policy Implications**

#### City Growth

Ensure planning facilitates a desirable living environment and meets growth targets.

#### Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Improve connectivity of transport infrastructure.

#### Community, Lifestyle & Security

Provide for community facilities and infrastructure in a planned and sustainable manner.

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management.

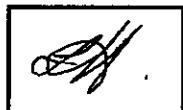
### **Budget/Financial Implications**

The City has expended \$49,356.00 excluding GST on engineering consultants Cardno in 2017 and almost \$8000.00 on letter drops and public meetings carried out by the City on this project, excluding the large number of hours expended by the Executive and many staff members, costs of the venues and their associated costs.

### **Legal Implications**

In terms of the question of the road project being undertaken in accordance with current State and Federal Government environmental approvals, there has been no indication from either agencies or the responsible Ministers regarding the inability of the environmental approvals at State and Federal levels to be utilised for the purposes of the MAC link.

In terms of the road design, this reflects the objective of delivering accessibility to the specialised activity centre of Murdoch. The structure



plan appears to have been given due regard in terms of achieving this intended “major boulevard traffic artery...” Importantly the preferred design provides for multi-dimensional accessibility, which helps to preserve the intended boulevard function of the link.

The preferred design concept is considered to have appropriate regard for the planning framework.

### **Community Consultation**

This is an MRWA project so primary responsibility for public consultation rests with the MRWA and the MRIA as the implementation group. The first public information sessions took place during August 2017. Overall, the City believes the public consultation on this project by the MRWA was poorly managed and caused considerable community angst.

The City has provided advice and support to the process of community consultation, specifically the public presentations by City staff on 20 February 2018 at a community briefing event hosted by the Bibra Lake Residents Association and 21 November at the Cockburn ARC.

As noted above, the City proposed to co-host a public meeting with MRWA which the MRWA were instructed by their Minister’s office to conduct the event only with MRWA and MRIA. This public information event took place on 10 March 2018. The City sent out a letter of notification to promote attendance at this event to over 3000 properties in the local area.

As part of the consultation process as the project developed, Elected Members were given e-mail updates on the progress of the project on 17 Oct 2017, 1, 7 and 15 Nov 2017, 20 Feb 2018 and 6 Mar 2018.

There were also presentations given to Elected Members at briefing sessions on 28 Sep 2017 when the City had MRWA present and 17 November 2017, as well as a presentation to the Bibra Lake Residents Association (BLRA) representatives on 8 November 2017 in preparation for the public meeting conducted at the Cockburn ARC. As noted above, a copy of the City presentations from November 2017 and February 2018 are included as Attachments for reference.

### **Risk Management Implications**

The risk to the City of objecting to the preferred option will be two fold. First there is the reputational damage of the City objecting to the preferred design which was the option proposed by the results of the City’s investigations in 2017.

Second, there will be the disruption to the current cooperative relations that the City has built up with State and Government Agencies, which



are vital to the influencing of projects and programs that are not the remit of local authorities. That is where the local authority is impacted but is not the decision maker and hence must rely on the ability to influence the outcomes through effective management of key Government stakeholder relationships and expectations, to get the best possible result for the local authority area.

**Advice to Proponent(s)/Submitters**

N/A

**Implications of Section 3.18(3) *Local Government Act, 1995***

Nil.

