

9 Jackson Road
Karawara WA 6152

Mr Mark Warner
Committee Clerk
Standing Committee on Environment and Public Affairs
Parliament House
Perth WA 6000

Dear Mr Warner,

Re: Petition No 144 – Joining Henley Street, Como to Jackson Road, Karawara

Further to our conversation by phone, you will find attached a brief summary of the history of various proposals to join Henley Street and Murray Street, Como to Jackson Road, Karawara over the last 22 years.

The JMH Action Group believes that this history is important and that the substance of the petition needs to be considered in the light of this information.

The JMH Action Group thanks both you and the Committee for the opportunity to supply this further detail.

Yours sincerely,

Audrey Francis

Audrey Francis
Co-ordinator
JMH Action Group

4/02/2012

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To the Standing Committee on Environment and Public Affairs

Information relating to Petition No 144 – Joining Henley Street, Como to Jackson Road, Karawara

The history concerning proposals to join Henley Street, Como to Jackson Road, Karawara. extends over 30years.

1991

August 1991 – Extract from Minutes of the meeting of South Perth City Council.

“ Further to previous public meetings and an extensive traffic study, which analysed several road link options and projected traffic volumes for each scenario, Council again considered the Murray/Jackson Road network at its August meeting and resolved the following: -

(a) after careful consideration and discussion of the comprehensive traffic study report prepared by BDS Consultants, and taking into consideration the effects of the linking of the following roads on the quality of life for residents within the City of South Perth as a whole, no road links be made between: -

- Murray Street and Jackson Road

-Murray Street and Henley Street

-Jackson Road and Henley Street,

-And that the Council’s road hierarchy be amended to reflect the resultant change of status of the roads affected;

(b) In light of the Council’s decision not to proceed with the Murray / Jackson / Henley road link, The Principal Planner be instructed to submit a report to the Works, Finance and General Purposes Committee to ensure the subject cannot be used for road purposes at any future time.”

The Minutes of the Committee process that followed shows the matter being brought forward for consideration in **October 1991, November 1991, February 1992 and March 1992.**

Extract from the Agenda detailing archival information prepared for the Ordinary Council Meeting, August 23, 2011 when the request by the Department of Planning and the Department of Transport for the joining of Henley Street to Jackson Road was debated reads:-

March 1992 – A search of the records confirms that, subsequent to the **March 1992 meeting**, in relation to the land at the Murray / Henley/ Jackson road junction, **the Council did not resolve to take any further action to advance the statutory road closure, and related rezoning of the land.**

(A copy of the relevant pages of the Agenda Document – 23 August 2011- is attached).

The matter was allowed to lapse, without the knowledge of the community.

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1995 & 1997

The idea of extending Jackson Road was again revisited, considered and rejected for the same reasons.

August 2011

The South Perth City Council opposed the draft plans by the Department of Planning – Capital City Planning Framework – and the Department of Transport – “Public Transport for Perth 2031”, relating to the joining of Henley Street, Como to Jackson Road, Karawara, preferring consideration of the alternative route of Manning Road.

The consistency of these decisions, taken in consultation with the residents and ratepayers of the City of South Perth over a twenty-two year period, underlies the current concern engendered by the proposals being drafted by the State Government.

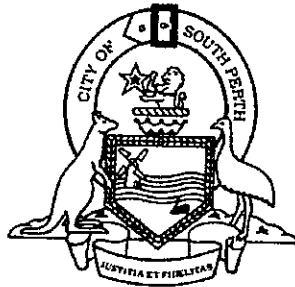
This matter has not been taken to the Parliamentary Commissioner on Environment and Public Investigations (Ombudsman).



Audrey Francis
Co-ordinator
JMH Action Group
19/01/2012

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City of South Perth

Civic Centre
Sandgate Street
SOUTH PERTH 6151
Telephone: 367 6422
Facsimile: 474 2425

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Enquiries to: Mr G Macpherson

Our Reference: WR2/4

Ms A Francis
Secretary
Murray Jackson Concerned Citizens Group
9 Jackson Road
KARAWARA WA 6152

11th September, 1991

Dear Ms Francis,

SUB: MURRAY/JACKSON ROAD LINK

Further to previous public meetings and the undertaking of an extensive traffic study, which analysed several road link options and projected traffic volumes for each scenario; Council again considered the Murray/Jackson road network and at its August meeting resolved the following.

"That...

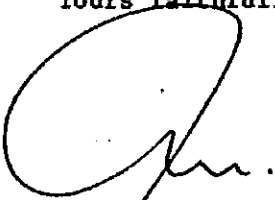
- (a) after careful consideration and discussion of the comprehensive Traffic Study Report prepared by BSD Consultants, and taking into consideration the effects of the linking of the following roads on the quality of life for residents within the City of South Perth as a whole, no road links be made between :-
 - Murray Street and Jackson Road
 - Murray Street and Henley Street
 - Jackson Road and Henley Street,and that Council's road hierarchy be amended to reflect the resultant change of status of the roads affected;
- (b) in light of Council's decision not to proceed with the Murray/Jackson/Henley road link, the Principal Planner be instructed to submit a Report to the Works Finance and General Purposes Committee on the necessary procedures to be implemented to ensure the subject land cannot be used for road purposes at any future time;
- (c) in view of Council's decision not to proceed with the linking of Murray Street and Jackson road, a dual use path linking Jackson Road/Murray Street and Jackson Road/Henley Street be provided to give access between the two roads;
- (d) the provision of a dual use path along Jackson Road be proceeded with;
- (e) Council adopts the proposition to borrow \$100,000 by the sale of debentures repayable at the office of the lender by quarterly instalments of principal and interest over a ten year period for the purpose of constructing a dual use path along Jackson Road;
- (f) all correspondents be advised of Council's decision;
- (g) the Traffic Study Report presented by BSD Consultants and dated 7th August, 1991, be accepted and made available in Council's Libraries;
- (h) the Acting City Engineer be instructed to liaise with both the City of Perth and the Main Roads Department on the status of the
 - Kent Street upgrading to a dual width carriageway; and
 - upgrading of the traffic signals at Hayman Road/Kent Street intersection;
- (i) the Acting City Engineer's Special Report dated 15th August, 1991 be received."

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It should also be noted that the above resolution will be publicised in the Southern Gazette on Tuesday 17th September, 1991.

Should you have any questions in respect of the above or wish to discuss the details of the Consultant's Traffic Study, please do not hesitate to contact the undersigned.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'G. MacPherson', written over a horizontal line.

G. MACPHERSON
ACTING CITY ENGINEER

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AGENT

10.4 STRATEGIC DIRECTION 4: PLACES
Nil

10.5 STRATEGIC DIRECTION 5: TRANSPORT

10.5.1 Public Transport for Perth in 2031

Location: City of South Perth
Applicant: WA State Government (Department of Transport)
File Ref: GR/328
Date: 5 August 2011
Author: Stephen Bell, Director Infrastructure Services
Reporting Officer: Cliff Frewing - Chief Executive Officer

Summary

The WA State Government, through the Department of Transport, has recently prepared a draft public transport plan for the Perth metropolitan area. This document entitled *Public Transport for Perth in 2031* is currently advertised for public submissions for a period of three months from 14 July 2011 to 14 October 2011 inclusive.

The purpose of this report is for the Council to consider the document *Public Transport for Perth in 2031* and to provide comment to the Department of Transport on aspects of the public transport plan that directly relate to the transportation network and services within the City of South Perth.

Background

At its August 1991 meeting, Council resolved...

That....

- no road link would be constructed between Henley Street, Murray Street and Jackson Road; and
- the Principal Planner was to submit a report to the Works Finance and General Purposes Committee on the necessary procedures to ensure that the subject land could not be used for road purposes at any future time.

October 1991

The Principal Planner prepared the required report which was considered at the October 1991 Works Finance and General Purposes Committee meeting. That report explained the necessary statutory procedures to enable the subject land to be used for alternative purposes: road closure action under the Local Government Act; application to the Department of Land Administration for approval of an alternative use for this Crown land; Amendment to the Metropolitan Region Scheme; and Amendment to the City's Town Planning Scheme No. 5. The report also identified ten possible alternative land uses for the road junction.

Having considered the October 1991 report, the Council resolved:

- to refer to the November 1991 Parks and Health Committee meeting the question of possible modification to the Collier Park Golf Course to incorporate surplus road land; and
- to refer the question of possible alternative land uses to the November 1991 meeting of the Buildings and Town Planning Committee.

November 1991

The Principal Planner prepared a further report on alternative land uses which was considered at the November 1991 B/TP committee and Council meetings. Having considered that report, Council resolved....

That....

- the CEO was to develop alternate concepts for the use of the subject 'road' land and report to the February 1992 meeting of the B/TP Committee.
- By mid-January 1992, Councillors were to advise the CEO of their preferences regarding alternative land use.

February 1992

The Principal Planner presented a further report to the February B/TP Committee meeting identifying complimentary actions being considered, namely:

- re-design of Collier Park Golf Course
- possible relocation of Council's depot
- required statutory procedures

At the February 1992 meeting, the Council resolved to defer the matter to the next B/TP Committee meeting pending the Manager of Parks submitting a report to the March 1992 Parks and Health Committee meeting on all related issues.

March 1992

Having considered the relevant officer report, the Council adopted a resolution to the effect that relocation of the Council's Works Depot was supported in principle and the CEO and Parks Manager were to proceed with various related actions.

A search of records confirms that, ^{AFTER} subsequent to the March 1992 meeting, in relation to the land at the Henley / Murray / Jackson road junction, the Council did not resolve to take any further action to advance the statutory road closure, and related re-zoning of the land.

In November 2010, at Item 10.3.1, Council when considering a report on the draft '*Central Metropolitan Perth Sub-Regional Strategy*', resolved (in part)

6. As a matter of priority and complementary to the draft *Strategy*, the Western Australian Planning Commission and related State Government agencies be requested to:
 - (c) *review its plan for an Urban Corridor along Barker Avenue and Henley Street-Jackson Road as it is believed that to create new high density corridors and major traffic and public transport routes of the type envisaged would have not only a major detrimental impact on the existing and future residential environment of this locality, but be contrary to some of the things most valued in our community; that is, the maintaining of the village-like atmosphere of our local communities and the development of natural corridors of vegetation.*

In August 2010, the Department of Planning released its strategic blueprint for Perth, *Directions 2031 and Beyond*. This document is a high-level spatial framework and strategic plan that establishes a vision for Perth and the Peel region to manage the housing and employment needs of an estimated population of half a million by 2031, and to prepare for a City of nominally 3.5 million people around 2051. The aim of *Directions 2031* is to increase the functionality of activity centres across Perth, increase residential densities within activity centres and the central suburbs of the City, and to ensure that employment is created within close proximity to where people reside.