



# Gibson Park Precinct

## Minutes of Gibson Park Precinct Meeting Tuesday 31<sup>st</sup> May, 2011

**The Library E. Fremantle Primary School – Forrest Street, Fremantle**

**Attendance :** 85 persons including Crs Robert Fittock, Dave Coggin, Sam Wainwright and Josh Williams..... Steve Beyer and Richard Cullen (DoT), Adele Carles MLA, Natacha Hammond (Adele Carles' office), Jenny D'anger (Fremantle Herald), Anni Fordham (Fremantle Gazette).

**Apologies :** Mayor Brad Pettitt (statement read out at the meeting by Cr Dave Coggin); Crs John Dowson, Donna Haney, Andrew Sullivan, Doug Thompson....Val Cousins, Mark Pearce.

**Minutes of Previous Meeting :** Accepted as read ...1). Brendan 2) Judy Moore

**Meeting Chair Person : Brendan Redfern**

**Meeting opened : 7.10 pm.**

**High Street Upgrade :- Steve Beyer Dept of Transport (DoT) :-** Addressed the meeting, representing the firm view of DoT. There are 3 options, one of which, (Option 5), has been rejected by the Minister of Transport as too expensive and time consuming / disruptive to community. Option 3 would require voluntary sale of all 24 residential properties on North side and Option 4 impacts more on the Golf Course on the south side. City of Fremantle (C of F) has to make a decision. Funding (\$68 Million) is shared 50/50 by Federal Gov't and State. Federal Gov't needs to see criteria and standards. So DoT have 3 objectives with the current High Street intersection at Stirling Hwy : 1) It is unsafe – tight radius. 2) It is noisy – stop at lights, reverse camber entering Stirling Hwy and uphill slog entering High St. 3) It is inefficient and poor for freight. DoT require the solution to last 20 years or so. The funds need to be spent by June 30<sup>th</sup> 2014 (road built) or we could be waiting up to 5 or 6 more years. So if agreement and decision is achieved by August, Main Rds design will take about 12 to 18 months. C of F says that the Port is to stay. State Gov't and Community agree with this. High Street is the main route for freight to Port. DoT needs a clear position from C of F. The Mayor has stated that variations have not been looked at properly and wants to see more work done and a balanced response. DoT have agreed to Council's further requests to check out the other feasibilities : how to reinstate the Golf Course's 9 hole driving range, and resuming of properties. The Minister prefers Option 4 because Option 3 involves a lot of houses, unless the residents really want it. The State Gov't will not participate in any approach to residential property owners because the social and economic cost is extremely high, especially when compared to the cost of impacts of Option 4. C of F want to test that out. It will of course be voluntary and residents will have a choice. Interest in houses and Golf Course to be sorted out by the end of July. If not, then the Federal Government's agreed \$34M contribution to the High St.Upgrade will be forfeited. Once the information is gathered and analysed, C of F will be in a better position to decide. Steve acknowledged High St. resident, Jason's model which shows another Option where no houses are taken, no impact on the Golf Course and resulting in no turning curve or very much reduced. The problem as pointed out by Steve Beyer is that the tight radius is not



# Gibson Park Precinct

acceptable to a “Road Safety Auditor”. It is dangerous and a decent curve will be needed. State Govt owns 6 houses and Property owners have approached Richard Cullen. With Option 3, about 31 houses are in the firing line (24 currently privately owned).

Brad Pettitt’s High Street Statement was then read out by Cr Dave Coggin. (See attachment).

The study is to take no longer than 2 months. Steve Beyer confirmed that Brad’s Statement was consistent. Regarding his contention that rail freight would be cheaper than Roe 8, however, Steve reckoned that the whole line would have to be in a tunnel and would end up about 4 to 5 times the price of Roe 8. Meanwhile High Street needs to be upgraded anyway. David pointed out that from 2006, the Reference Group considered all Options properly, rejecting all in favour of Option 4. All the current ‘new alternatives’ by the Mayor, have been raised by and processed by the Reference Group. It was discussed that Council have been part of the reference group and the Upgrade effort since 2007 but very little formal discussion in Council on the topic is in evidence. David refuted the assertion by Councillors present that nothing had been done on High St for 2 years, saying that then Cr and now Mayor Pettitt, as part of the reference group, had been responsible for keeping Council continually informed on the status of the project. David emphasised that the Gibson Park Precinct members and other interested parties had been kept informed throughout the process by the community reference group members. It was pointed out that our councillors have not been coming to our meetings and that we need their understanding of the problems and engagement in the formulation of a solution.

**Motion in support of Option 4 :-** “That Gibson Park Precinct supports Option 4 allowing for design modifications within the design and progressing this issue as the short term solution “.....1<sup>st</sup> Hilary Brown. 2<sup>nd</sup> David Isles.

68 people present at the meeting. Those in favour of this Motion = 65 Those opposed = 3. Note that Option 4 is a solution allowing the Fremantle Public Golf Course to remain viable as a 9 hole course by reconfiguration using / resuming approx 1% of Boo Park. This has been mapped out as part of this Option by the lease holder of the Public Golf Course. It was also noted that Option 3 would impact more not only on the residents of High St but also those on neighbouring streets such as Holland St, because the road, pollution and noise would all technically be more northwards into the community.

**Discussion – Q’s and A’s :-** With Option 3, the road will curve back to existing High Street location without the need to impact on the Netball Courts. Now we are looking at 4 lanes High Street into 4 lanes Stirling Hwy. In the long term we have to consider 6 lanes but for now we need to get agreement on which Option to use. We can expect 2 months intensive work. C of F have engaged an independent person who will approach residents of High Street with a Y/N vote system on voluntary sale of residential properties. DoT make the point that depending on the result, C of F would need further consultation – not just High Street. But if the first 10 say “No”, that should be enough indication. DoT prefer Option 4 because with the works being parallel to the existing road, current traffic can still be managed at the same time ie. less disruption during construction. However, Option 4 can be “tweaked” so that it is less disruptive than at present. We are right in the middle of a residential area and will have to consider how to deal effectively with noise reduction, access



# Gibson Park Precinct

for pedestrians and cyclists, pollution. Diesel particle pollution is a serious issue and consideration should be given to reducing truck traffic, irrespective of the upgrade option. Increased Freight on Rail is a priority in this matter. DoT doesn't have air quality scientists to conduct base line air pollution tests but are in discussion with Main Roads to get quieter, newer trucks. Steve Buyer said that DoT will ask the Environmental Protection Authority (EPA) to do a baseline air quality survey on High St. We need to deal with the 27% of containers that are empty. We need to get the Inner harbour working properly and we need to deal with High street now. Yes, in the long term the traffic problem will increase. The bridge can't be more than 4 lanes. Traffic will increase. The bridge will have to be dealt with in the future. Freight needs to go to Rail as much as possible to take some traffic off the roads eg. Scrap metal and sheep. We are planning for that now....The serious issue of increased traffic hazard at the Marmion St / Stirling Hwy intersection was raised. DoT / Main Roads looked at this as part of Option 5. Dealing with this and safe passage for school children across Stirling Hwy will be part of the 'tweaking' of the final upgrade option selected.

In the short term, the High St. (Carrington St - Stirling Hwy) upgrade must go ahead as soon as possible, to deal with the already large and rapidly increasing problems of traffic hazard, air pollution and dangerously high noise levels. Meanwhile GPP awaits the outcome of the latest round of evaluation of alternatives and are focussing on the early August deadline for accessing funds from the 'Nation Building' programme. Gibson Park requests that C of F presents its plans to the Precinct (and residents) for public input, (not just to DoT), - we need to know what they are considering.

## **Any Other Business :-**

**Meeting closed : 8.50 pm... Next Meeting : 26<sup>th</sup> July 2011.**

## **Contact Persons :-**

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