

SOS Cottesloe Inc.
(Cottesloe Residents & Ratepayers Association)

Submission

Senate Rural and Regional Affairs and Transport References Committee:
Inquiry into the decision to commit funding to the Perth Freight Link
Project

The Associations Interest in the Perth Freight Link:

1. SOS Cottesloe Inc (Cottesloe Residents & Ratepayers Association) (The Association) is a duly incorporated association pursuant to the provisions of the Associations Incorporations Act (WA) (1987).
2. The Association has as one of its objectives the providing of a forum for residents and ratepayers of Cottesloe to voice their opinions on the management and development of Cottesloe (Clause 3 (1)(a) of the Constitution).
3. The proposed Perth Freight Link (PFL) is a project that has been deemed by the Association to have wide ranging ramifications for the people of Cottesloe.
4. The Association has committed itself to fully exploring the ramifications of the PFL on Cottesloe.
5. The Association has participated in public meetings, rallies and information sessions regarding the PFL.
6. The Association has organized a forum in Cottesloe for 1 September 2015 in relation to the PFL.
7. The Association has considered the views of the proponents and opponents of the PFL.

The Association's Position:

8. The Association opposes the construction of the PFL.
9. The Association is unable to identify any positive outcome arising from the PFL for the people of Cottesloe.
10. The Associations position is outlined in more detail below.
11. The Associations submission focuses on the impact of the PFL for Cottesloe residents. However it is acknowledged that many of the

submissions regarding the adverse impact of the PFL are common to all areas affected by the PFL.

The Financial Cost:

12. The PFL represents a massive financial contribution by the Australian taxpayer.
13. The PFL is the largest infrastructure project ever undertaken in Western Australia.
14. Initially the PFL was costed at \$1.6 billion. The PFL is now estimated to cost much more than \$1.6 billion, particularly given that the PFL (as currently planned) does not extend to the Fremantle Port.
15. A realistic cost for the PFL is likely to be in excess of \$2 billion (ABC News bulletin: 10 April 2014).
16. The Federal agency, Infrastructure Australia, has undertaken an audit of the PFL project and determined that the PFL will cost more than originally anticipated and deliver fewer benefits than promised (West Australian newspaper report – page 16 of August 19, 2015 edition).
17. Infrastructure Australia claimed that the State of Western Australia had taken considerable risk by deciding to build the road then sell the future revenue from the toll system.
18. Fiona Stanley Hospital, one of the largest building projects ever undertaken by the Western Australian government, cost \$2 billion to build.
19. The Perth Stadium, currently under construction, is estimated to have a final build cost of \$1.5 billion.
20. Both Fiona Stanley Hospital and the Perth Stadium are projects designed to cater for the users of those facilities for many decades from now.
21. The Perth Freight Link is being built to service the Fremantle Inner Harbour, a port that is almost operating at full capacity.
22. The Main Roads Department website as at 29 August 2015 predicts that the PFL will commence construction in 2016 and be completed by 2019.
23. The date of completion of the PFL is only 24 months prior to the Fremantle Inner Harbour reaching its maximum capacity – assuming that the PFL is completed according to initial timetabling.

The Outer Harbour in Cockburn Sound:

24. The Fremantle Inner Port has a limited life span.
25. The Fremantle Inner Port is estimated to reach capacity in less than 6 years (Fremantle Port Authority Annual Report 2014).
26. The City of Kwinana has prepared a draft paper entitled the “Indian Ocean Gateway” for the purpose of consultation with the wider community.
27. The Indian Ocean Gateway proposes the construction of the Outer Harbour at Cockburn Sound.
28. This submission will not repeat the benefits outlined by the Indian Ocean Gateway proposal suffice to say that its benefits are tangible and long term.
29. The Outer Harbour has 6,115 hectares available for utilization.
30. The Outer Harbour already has extensive road and rail access.
31. Significantly the development of the Outer Harbour would avoid the need for the PFL, and concentrate heavy industry in a location where heavy industries already exist.
32. The Property Council of Australia in its report “Keep WA Growing” supports the construction of the Outer Harbour. At page 14 of its report the PCA states that the development of the Outer Harbour is *“essential to activate full capacity of intermodal terminal and optimise synergies / agglomeration benefits across the industrial park.”*
33. The Fremantle Inner Harbour would be available for residential and light commercial development. The Fremantle Inner Harbour would become available for a development in the same style as Sydney’s Darling Harbour. The income that could be derived from such a development would be considerable

Increased Truck Traffic Through Cottesloe:

34. The Association believes that the PFL will cause more heavy trucks to utilize roads through Cottesloe.
35. The Main Roads Department estimates that the PFL will attract 13,200 additional truck movements per day and that there will be a “leakage”

or “bleeding” of 42% of trucks on to Curtin Avenue as trucks will seek to avoid the toll (Main Roads Annual Report 2014).

36. Curtin Avenue, Stirling Highway, North Street and Marine Parade will be the roads that will suffer the greatest adverse impact.
37. Truck users will utilize Cottesloe roads to avoid the toll that will be payable when using the PFL, and to avoid congestion elsewhere.
38. Increased truck traffic will lead to additional noise, diesel pollution and traffic accidents.
39. Increased truck traffic will reduce the comfort of all residents.
40. Transport expert Peter Newman has described the impact of the PFL on Cottesloe and the Western suburbs of Perth as including increased heavy truck flows that will reinforce the plan for the Stephenson Highway and encourage the widening of Curtin Avenue and Stirling Highway (p28, Newman & Hendrigan, 2015).

Reduction in Value of Cottesloe Real Estate:

41. The homes of Cottesloe residents most affected by the increased truck traffic (Curtin Avenue and Stirling Highway) are likely to suffer a loss in value.
42. Land values in Palmyra have already witnessed a reduction of 10% in recent months.
43. Heavy truck traffic will discourage residential development and discourage the upgrading of properties along the busier routes.
44. It is conceivable that Curtin Avenue and Stirling Highway will become extremely industrial and commercial in nature. For example Great Eastern Highway is an example of an ugly road in Western Australia due to its width and heavy traffic. Commercial users of the properties on the side of Great Eastern Highway compete for attention with lurid signs and often extremely ugly buildings.

Impact of Potential Widening Curtin Avenue:

45. Expert opinion is that Curtin Avenue will need to be widened if the PFL proceeds. I refer to paragraph 33 above.
46. The widening of Curtin Avenue will result in the loss of wide railway reserves that are planted with 100-year-old Norfolk Pines. This will severely affect the amenity of Cottesloe.

47. Visually the impact of a widened Curtin Avenue will be hideous, compared to its now comparatively attractive green appearance (particularly the railway reserves).
48. The widening of Curtin Avenue will cause a very distinct demarcation between the eastern and southern sides of the suburb of Cottesloe, with the eastern section trapped between a very busy Curtin Avenue and a very busy Stirling Highway.

Impact of Potential Widening of Stirling Highway:

49. The widening of Stirling Highway will result in the loss of many character buildings, both residential and commercial.
50. The cost of compensation owners of properties on Stirling Highway would be considerable.
51. The Highway would become visually ugly.
52. The trucks using Stirling Highway would add to the already significant congestion.
53. The pollution from the trucks may have detrimental health effects on the students attending the public schools and private schools that abut Stirling Highway. The schools that abut the Highway include Christ Church Grammar School, Cottesloe Primary School and Methodist Ladies College.
54. There has been no study undertaken as to the impact of the increased truck movements on the health of residents in Cottesloe and elsewhere.

No Consultation:

55. The Cottesloe community has not been consulted about the impact of the PFL.
56. Neither the Federal, State nor Local governments have provided any information sessions to residents regarding the PFL.
57. Given the scale of the PFL project, the impact on Cottesloe and the State generally the residents of Cottesloe are entitled to transparency and accountability.

Lack of Consideration of Other Options:

58. The Indian Ocean Gateway requires thorough exploration as a viable and sustainable solution to transporting heavy freight through the State.

59. Rail options have not been properly considered.
60. Industrial areas such as Kwinana already have the infrastructure, particularly the roads and rail.
61. Residential living should not be the subject of the gross interference that the PFL will create, when other more practicable options exist.
62. The Indian Ocean Gateway represents a 50 year plan that is said to be the *“optimal, long term solution to the infrastructure, transport, economic and environmental future of the State’s premier industrial area, as at is core is the pressing need for investment in the Outer Harbour.”*

30 August 2015

John Hammond
Chairperson
SOS Cottesloe (Inc.)
(Cottesloe Residents & Ratepayers Association)