

RE: SENATE STANDING COMMITTEES ON RURAL AND REGIONAL AFFAIRS AND TRANSPORT

DECISION TO COMMIT FUNDING TO THE PERTH FREIGHT LINK PROJECT

SUBMISSION

Dr Cole Hendrigan

Dear Committee,

Please accept my submission regarding the Perth Freight Link.

Peter Newman and I co-wrote the attached report over the months of April to June 2015. We are very concerned about the proposed Perth Freight Link for the following reasons, and suggest several alternatives, all of which can be read in the report.

CONCERNS

Severance of communities: This highway, of a design suited for outer realms of a city, will bisect several communities from each other and even within themselves. North Fremantle from its other half and Fremantle, East Fremantle from one quarter of its land and from Fremantle, Fremantle from the rest of the Perth region as it is isolated behind a physical and psychological barrier. Neighbours won't know each other.

Erosion of good-will in Fremantle: Over the curve of time, Fremantle has struggled to re-gain its proper position on the Perth Metropolitan Region. Now, there is over a billion dollar of residential and commercial property development on track to help revitalise one of Australia's premiere Oceanside cities. This sits within great political capital being risked to move the planning amendments forward at all levels of government. This PFL will bring to a halt the continued efforts to revitalise the residential density and economic vitality of the Fremantle city centre area, again, as it is isolated behind a physical and psychological barrier. The PFL will cause a reduction in land values and decrease economic prosperity.

Induce Traffic: The addition of— perhaps — faster highways will induce (encourage) more car travel. In the short term this may be seen as a 'good' as more trade can be had across a wider catchment, yet in the long term it will fill until capacity is reached at which point travels time will slow to the original pre-construction point. More high capacity roads through cities lead to less liveable cities.

There are several more concerns, but they are in the report which I hope you enjoy.

ALTERNATIVES

Although there are several possible alternatives including a road tunnel and/ or a rail tunnel to help move the freight in a less impactful manner the only real alternative is to move forward with the 20 + years of planning for the **Outer Harbour** in Cockburn Sound near Kwinana. Advancing capital dollars to the road and rail links to this Outer Harbour will:

- ensure a genuine 100 year renewal of Perth as a global port destination,
- create short term construction jobs, create many long-term jobs for the Rockingham/Kwinana/Cockburn area,
- craft a 'logical' logistics network using Tonkin Highway and Ankatell/Rowley/Thomas roads to move freight north, east and south,

and,

- build on the momentum to allow the larger Fremantle area (North, East, South Fremantle, Cockburn Coast, Melville and other) to flourish into a world-class living and working destination.

SUMMARY

A freight oriented highway from a 19th century port needing a new 21st century home will not allow the promise of the greater Fremantle area to flourish. Further stalling the required outer harbour only delays the process of the eventual shifting of the port.

The Perth Freight Link has merits, but only if directed to the Outer Harbour.

Please see the image below for clearer elucidation of the proposed strategy and best use of rare capital expenditure.

