

JANDAKOT ROAD – QUESTIONS AND ANSWERS

Road Safety. Road speed is regulated by Main Roads Western Australia (MRWA). This agency sets design parameters for roads, including the 'posted' speeds. In order to improve safety, the design speed of a road is normally required to be 10kph above its posted speed. MRWA required Jandakot Road to be designed to 90kph, with a 'posted' speed of 80kph. However, the City negotiated with MRWA and had the concept design based on an 80kph design and posted speed, which gave us some flexibility with design. With further development occurring in the eastern part of the district, the City would like to have Jandakot Road reduced to a posted speed of 70kph, something MRWA is not supportive of. This was the preference of those that attended the workshop, acknowledging it would:

- Make it safer for residents to turn across lanes of traffic
- Reduce the noise generated by traffic
- Provide an opportunity for changes to the road geometry to limit the impact of earthworks on adjoining properties

The features built into the design of a road have an impact on the approved speed. The current concept design of Jandakot Road had three new roundabouts included in the eastern section (Fraser Road to Solomon Road). These will regulate access, such as into the Stockland (Calleya) estate; but they also have the impact of slowing traffic speed. Several landowners at the western end of the road asked if a roundabout could be included in this section (Berrigan Drive to Solomon Road). Placing a roundabout in this location would provide another north / south access point and it would assist the City's argument to MRWA for a slower overall speed.

What we are doing:

- Road design changes are being modelled, including changing the design speed to 70kph and including a roundabout in the western section of the road.
- The City has sought a meeting with MRWA to seek approval for Jandakot Road to have both a design and posted speed of 70kph.
- The City is briefing the Member for Jandakot, Mr Yaz Mubarakai MP, to seek his support for a proposed overall road speed reduction.

Road Design and Drainage. As was evident at the workshop, the current road reservation for Jandakot Road will not accommodate duplication across all of the new sections of the road. The original Jandakot Road reservation was established more than 50 years ago when the area was mostly rural and undeveloped land.

While land has to be given up by Stockland for the duplication adjacent to its development, some additional land is required in other locations along the road. These additional land requirements, however, are based on having a design speed of 80kph. Reducing this to 70kph could provide the opportunity to adjust the road

geometry, potentially altering the land requirements in some sections. Similarly, changes to road geometry could provide the option for different drainage designs. The current concept design relies on the use of large retention basins. While such basins will still be required, it may be possible to put some of the drainage into other parts of the existing road reserve.

What we are doing:

- The adjusted road design will be overlaid to see if modifications to the land requirements can be achieved.
- Alternate drainage layouts are being modelled to similarly ascertain if the land requirements can be reduced.
- A new acoustic (noise) model will be produced, based on the slower speed.

Land Use. The eastern part of the City is undergoing considerable change. This includes conversion of some land to urban and the intensification of industrial / commercial use in some other areas. In the case of the latter, expansion of activity at Jandakot Airport has been underway for several years. Several months ago, the City also advertised Scheme Amendment 112, which seeks to alter and extend an existing additional use on the corner of Jandakot Road and Berrigan Drive (Urbanstone), to extend over the adjacent land which was previously a sand quarry. Such land is not capable of accommodating sensitive development, due to its proximity to Jandakot Airport. This Scheme amendment is yet to be considered by Council, however many submissions have been received and will be specifically addressed as part of Council's consideration of the Scheme amendment.

In 2015 the State Government advertised its new strategic plan for Perth, called Perth and Peel @3.5 million. This suite of documents provided a very specific land use plan for how Perth will grow to 2050. Such growth being based upon the vision and objectives that underpinned the document.

As part of this, the current Resource zoned land north of Jandakot Road is identified to be retained as part of the Rural Water Protection zone. The City has directly challenged this assumption, advising that the WAPC needs to consider whether the rural ribbon surrounding Jandakot Airport is a viable land use to protect the Jandakot groundwater mound. If the WAPC believe this to be so, it is imperative that appropriate levels of rural amenity be safeguarded through to 2050. This includes the relationship to ongoing development taking place on the airport.

The City also recommended, for the land south of Jandakot Road, that a more detailed strategic planning process occur to ensure that all options for highest and best land use were able to be properly considered.

What we are doing:

- The City has sought confirmation from the WAPC on the status of all proposals and submissions submitted.
- The dialogue with the WAPC will seek to establish the State's position on the possibility of further changes to the area, particularly for the future of the Resource zoned land surrounding Jandakot Airport.
- An update report has been prepared for the May Ordinary Council meeting on the land use matters.