



Hammond Park

Access

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Acknowledgement of Country

The Mayor, Councillors and staff of the City of Cockburn acknowledge the Whadjuk Nyungar people of Beeliar boodja as the traditional custodians of this land. We pay our respect to the Elders, past and present.

Housekeeping

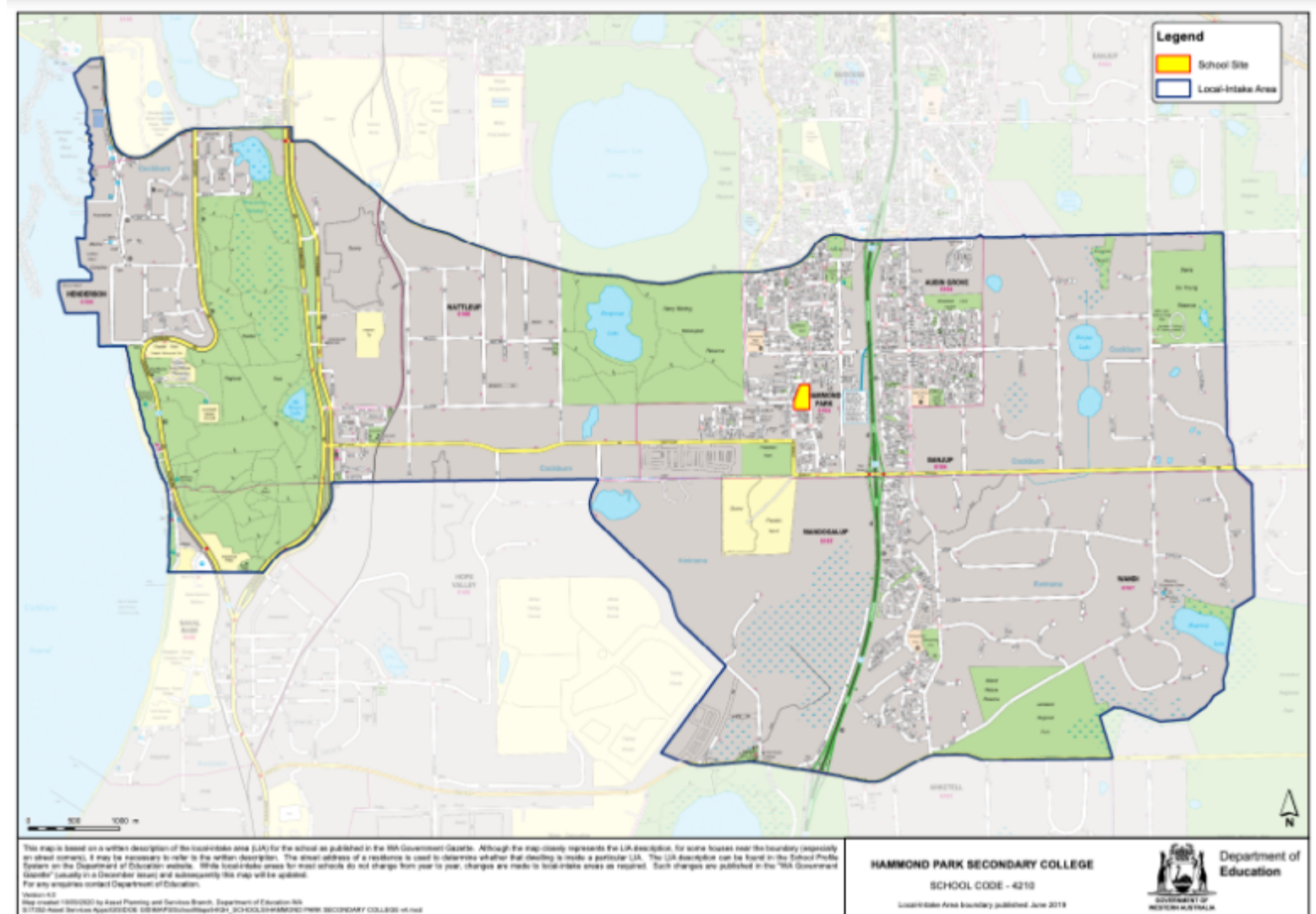
- Emergency exits
- Facilities: left as you go out front door
- Copy of presentation: can be provided
- Please be respectful, this is our workplace as well as a community facility
- Questions: try and save till end we have a lot to get through

Purpose

- Responding to Irvine parade closure – options for access to Hammond Park high school and surrounding neighbourhood
- By end of this presentation we will have covered:
 - Ultimate access plan into **Hammond Park**
 - Interim access opportunities into Hammond Park
 - Key roads timing (where known): Rowley, Hammond, Wattleup, Frankland, Whadjuk, Irvine, Barfield
 - Roles/responsibilities between:
 - Local government
 - State government
 - Developers/other landowners
- What we can't cover tonight:
 - Analysis of decisions from other parties/agencies
 - Unrelated matters (e.g. parks, rubbish collection, property specific queries)

Catchment – high school site

- Extends across both Hammond Park and Aubin Grove – and beyond
- Realistically the ultimate access scenario might not be applicable to current students



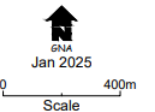
Ultimate access plan

- **Rowley: duplicated and extended (west of freeway)** access restricted* to:
 - Hammond (on ramp access 'grade separated')
 - Frankland (left in, left out only)Very limited access is common for this road type
- **Hammond: duplicated and extended down to Rowley** – access likely* at:
 - Roper Boulevard
 - Eucalyptus Drive
 - Gaebler Road
 - Frankland Avenue
 - Whadjuk
 - Wattleup Road (likely left in/left out)
- **Standard inclusion : shared use path** (with connections into existing network)
- **Heavy vehicle route: shifts** outside of the neighbourhood

*Based on assumptions Jan 2025 (still needs design/consultation)



Ultimate Access



How do we get to the ultimate access plan?

Roles/responsibilities/influence

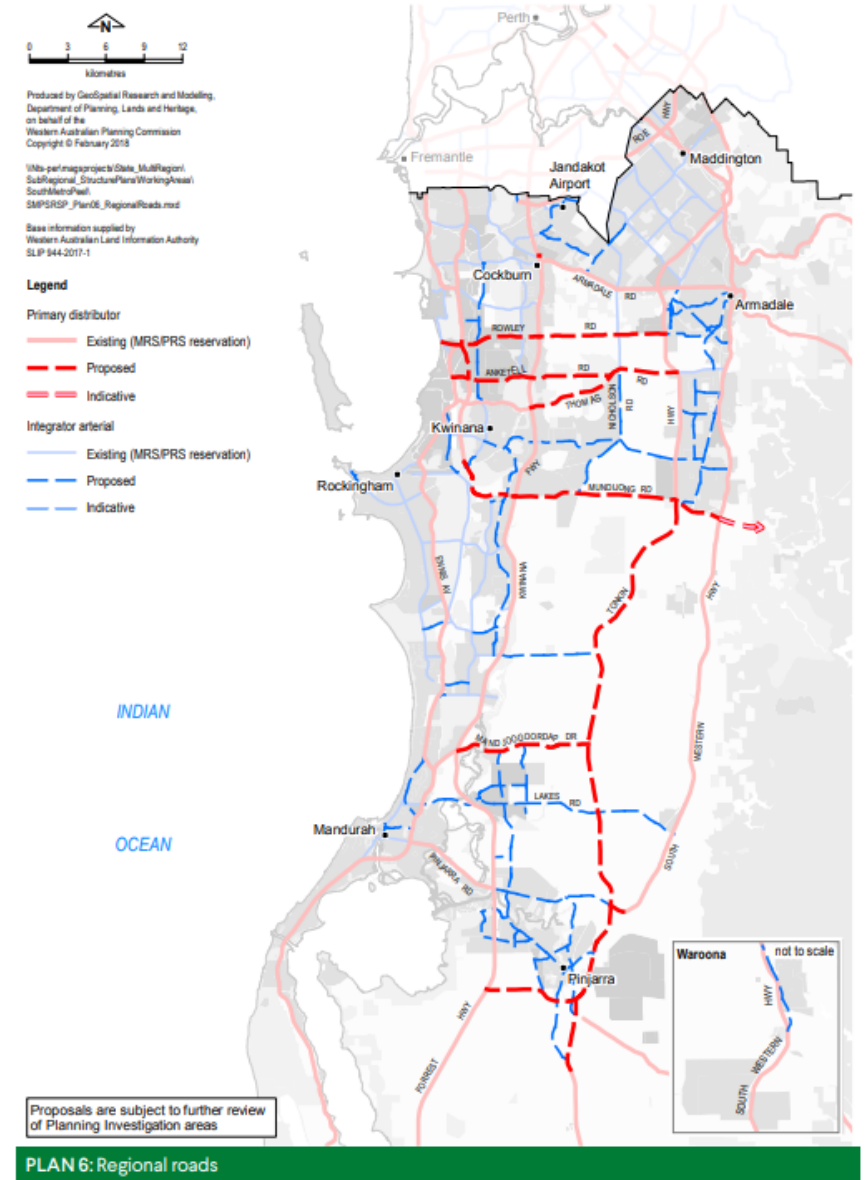
- This is not the responsibility of one single developer, layer of government or department
- There are a number of influencing factors – recurring themes of:
 - Demand/Need (including safety)
 - Opportunity (including land availability)
 - Time
 - Money

In the next three slides, we'll look at the State and Local governments and developers and their respective roles

State government

Roles/responsibilities/influence

- **Sets** State legislation and regulation (processes)
- **Sets** metropolitan wide vision (high level plan)
- **Planning, design and delivery** of freight network (ie. Rowley Road, Kwinana Freeway upgrades)
- **Overarching decision maker** for most approvals, such as:
 - to change an area to urban
 - to subdivide
 - the location of the freight network ('red roads') – and what roads can connect to them
 - and the larger (regional) road network ('blue roads')



Local government

Roles/responsibilities/influence

- **Follows** State legislation and regulation (processes)
- **Aligns to and follows** metropolitan wide vision (high level plan)
- **Referral and initial review** for most approvals, such as:
 - to change an area to urban
 - location of the key road network ('red and blue roads' as well as the brown roads shown in these slides)
 - to subdivide
- **Clearing agency (one of)** for subdivision approvals – involves checking developer has met conditions (e.g. construction of new local road)
- **Delivery** of other regional road network (ie. 'blue roads': Hammond Road)
- **Maintenance** of roads and laneways (except 'red roads') once created



Developer

Roles/responsibilities/influence

- **Apply/instigate** most approvals, such as:
 - to change an area to urban
 - propose neighbourhood design (such as road layout other than 'red and blue roads')
 - to subdivide
- **Actions** subdivision approvals (e.g. construction of new local road)
- **Determines when** they develop and **how quickly**
- **Can apply** to extend approvals

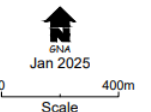


Interim access plan (now Irvine Pde closed)

- With Irvine now closed to Rowley, the nearest southern entries for high school access are:
 - Barfield Road
 - Frankland Road
- Anticipate this remaining till Rowley Road upgraded



Interim Access



Road/connection timing – north-south

- Hammond duplication and extension
- likely to develop in stages, as:
 - Still need some land
 - Aligning approvals
 - maximising external funds
 - Some better than none (and helps connecting west and east parts of Hammond Park - paths to primary)

Total Cost	External Funding	Project Start Date	Project End Date
\$23,400,000	67%	July 2024	June 2030

Financial Year (FY) 2025 Cost	
	\$230,000

Financial Year (FY) 2025 Milestones

Quarter 1	Quarter 2	Quarter 3	Quarter 4
Appointment of consultant to undertake feasibility study	Feasibility study on track for Q4 completion	Feasibility study on track for Q4 completion	Feasibility report completed and feasibility of project determined.

Project Timeline

FY 2025	FY 2026	FY 2027	FY 2028
City cost: \$230,000 ✓	City cost: \$858,000 ✓ External: \$1,742,000	City cost: \$1,419,000 ✓ External: \$2,881,000	City Cost: \$2,475,000 ✓ External: \$5,025,000

Extract: Project Plan 24/25:
Hammond Road feasibility study
Adopted at Special Council meeting
25 June 2024



Ultimate Access

Road/connection timing – east-west

Russell Road:

- west of Hammond Road also subject to duplication pressures (in lieu of Rowley plus due to industrial development west; Latitude 32, Australian Marine Complex)

Rowley Road:

- Distinct sections (west and east of freeway)
- Neither section 'reserved'
- West has a 'Planning Control Area' giving a degree of notification/protection
- Still in design stages to confirm exact land needed



Ultimate Access

Road/connection timing – east-west (cont...)

Rowley Road (west of freeway):

- Main Roads considering as higher priority than east side, but lower than other roads such as Anketell Road (to service the new port)
- In the interim, City will continue to:
 - Focus on local area traffic management for Wattleup Road (within Hammond Park) to reinforce its neighbourhood role and discourage heavy vehicles
 - Support consideration of a deviation further west (potentially at Mandogalup Road) for heavy vehicles

Figure 5-3 Existing Intersection Priorities at Wattleup Road / Mandogalup Road

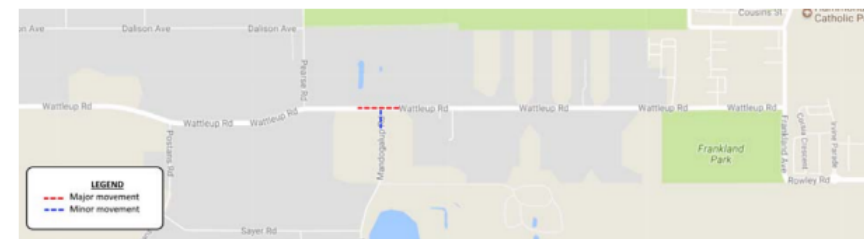


Figure 5-4 Potential Realignment of Wattleup Road / Mandogalup Road Intersection and Priority Markings

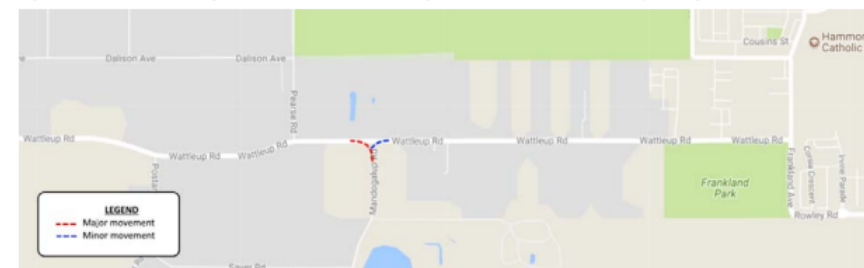
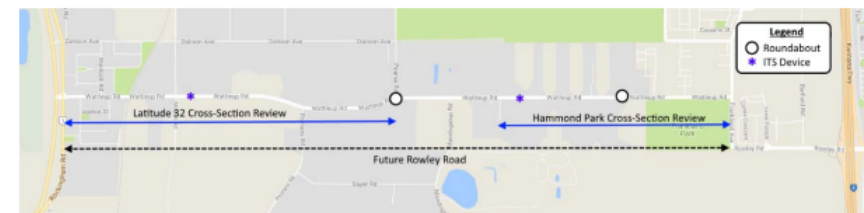


Figure 6-2 Recommended Treatments for Wattleup Road



Source: [Local Area Traffic Management Study Wattleup Road](#) (Development WA)

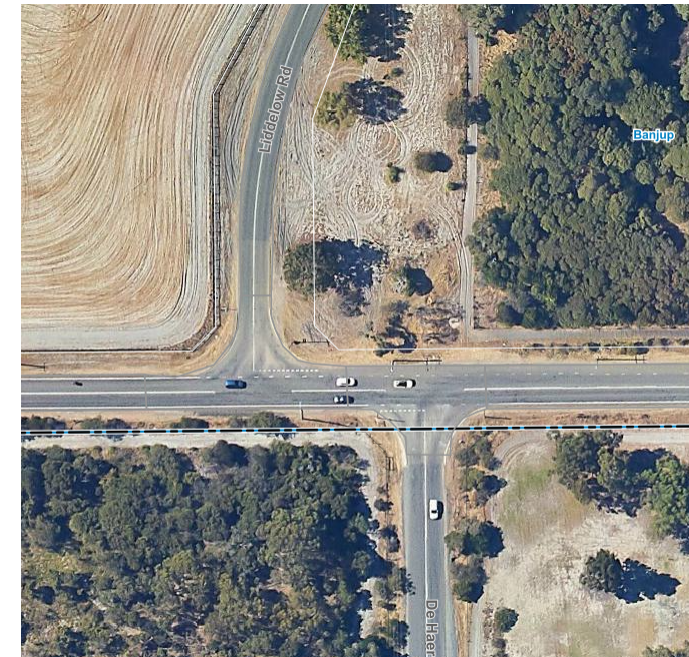
Road/connection timing – east-west (cont...)

- Main Roads – treating east as a lower priority for upgrading than west
- In the interim, City is still pursuing blackspot upgrades east section of Rowley Road

Rowley/Lyon (signals; at stage 1 of 3 step process, if approved construction = 26/27 or 27/28)



Liddelow/de Haer (roundabout design - funding submitted for 25/26)



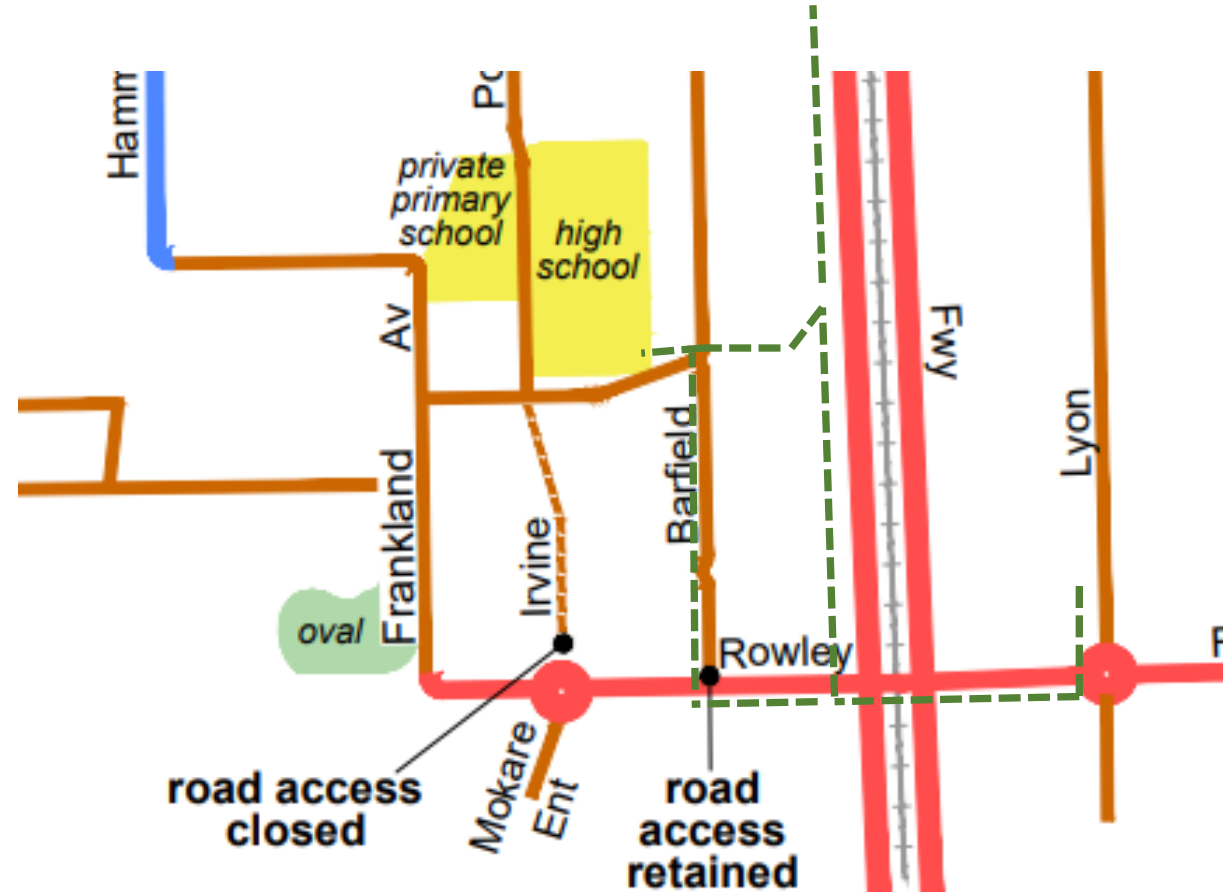
Pathway network

Northern option: from Russell Road via freeway path, then west at Sardinia to Whadjuk

Southern option 1: from Lyon, along south side Rowley, via freeway path, then west at Sardinia to Whadjuk

Southern option 2: from Lyon, along south side Rowley, up Barfield to Whadjuk

As part of upgrading Rowley, pathway connections will be considered in design process



Pathway network



Aware of concerns and exploring options:

- Crossing Rowley – close to Lyon/Rowley roundabout, or at freeway off ramp
- Small section path at southern end Barfield (to Venezia)



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