

### SUMMARY NOTES: DEVELOPMENT AREA 6 COMMUNITY REFERENCE GROUP MEETINGS

The following summary table outlines the key feedback/input provided by the Community Reference Group for Development Area 6, along with the ways in which the Project Working Group have considered and incorporated these suggestions.

REF	COMMUNITY REFERENCE GROUP FEEDBACK/INPUT	PROJECT WORKING GROUP RESPONSE
<b>1.0</b>	<b>Movement Network Considerations</b>	
1.1	<p><b>Brearley Avenue:</b> Concern was raised with the proposed closure of Brearley Avenue, particularly at the intersection with Great Eastern Highway, as this would restrict local traffic movements and increase pressure on Coolgardie Avenue and Stanton Road as the key access/egress points to the local area.</p> <p>Several members of the CRG recommended that Brearley Avenue remain open in a modified format so that local residents and businesses could still use this road to access/egress Great Eastern Highway.</p>	<p>The Project Working Group advised that Main Roads WA, as the responsible authority for Great Eastern Highway and Brearley Avenue, do not support the retention of the Brearley Avenue / Great Eastern Highway intersection in any format. The continued operation of the intersection, even with a reduced number of lanes, will continue to cause congestion on Great Eastern Highway and the Tonkin Highway off-ramp, and will continue to contribute to the traffic safety issues at this intersection generally. The decision has been made that the road is to be closed by the end of 2016.</p>
1.2	<p><b>Potential Rat Runs:</b> Concern was raised with the potential for motorists using local roads as a rat run to either avoid congestion on Great Eastern Highway or to avoid delays in getting to the domestic airport.</p>	<p>The traffic modelling indicates that movements along Great Eastern Highway and through to the airport via Dunreath Drive will be greatly improved, which will reduce the motivation to use local roads. The project also proposes to redesign the local roads to ensure that vehicle speeds are reduced, further reducing motivation to use these streets as a rat run.</p>
1.3	<p><b>Increased Pressure on Stanton Road and Coolgardie Avenue:</b> There is concern that the closure of Brearley Avenue will increase traffic on Stanton Road and Coolgardie Avenue as the access/egress roads to the residential area.</p>	<p>It is not predicted that traffic on these roads will increase substantially as a result of the Brearley Avenue closure, but rather will increase over time as a result of the introduction of the railway station and increased development within the precinct. In any event, the City will continue to monitor traffic volumes along these streets to ensure that vehicle numbers do not exceed expectations and action can be taken if required.</p>

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1.4	<b>Great Eastern Highway Intersections:</b> Comment made that Main Roads should review the phasing of signalised intersections along Great Eastern Highway to ensure improve the efficiency of traffic movements.	Main Roads WA advised that they regularly review the performance of the regional road network, and the efficient phasing of signals is part of their consideration.
1.5	<b>Coolgardie Avenue Extension:</b> Concern was raised that the proposed extension of Coolgardie Avenue to Dunreath Drive would result in airport traffic using Coolgardie Avenue as a direct route to the domestic airport, which would increase overall traffic through the residential neighbourhood and reduce the safety of the local road network.  Several members of the CRG requested that the proposed Coolgardie Avenue extension be removed from the Vision Plan.	The Project Working Group, through the appointed traffic engineering consultant, assessed the predicted traffic volumes along Coolgardie Avenue to Dunreath Drive and agreed that the volumes would exceed that expected through a residential neighbourhood. As a result the proposed extension of Coolgardie Avenue to Dunreath Drive was removed.
1.6	<b>Upgrade of Great Eastern Highway (Tonkin to GEH Bypass):</b> The upgrade of the section of Great Eastern Highway from Tonkin Highway to the Great Eastern Highway Bypass should be upgraded prior to the closure of Brearley Avenue.	The Project Steering Group agrees that it would be preferred that Great Eastern Highway was upgraded at the earliest available opportunity, as this would reduce traffic congestion throughout the area and improve access for local residents and businesses. There is, however, no committed funding to the proposed upgrade at this time, and future funding will be subject to State Government budget decision making.
1.7	<b>Coolgardie Avenue / Great Eastern Highway Intersection:</b> The intersection is considered to be quite unsafe, particularly for those attempting to make right hand turns across traffic to access Coolgardie Avenue (south). This intersection requires upgrading, particularly in the event that Brearley Avenue is closed.	The traffic modelling undertaken indicates that the Coolgardie Avenue / Great Eastern Highway intersection will have a very poor level of service at 2021, and should be upgraded prior to this occurring. The City has taken the position that the upgrade should occur in conjunction with the upgrade to Fauntleroy Avenue / Great Eastern Highway intersection, but recognises that the Coolgardie Avenue intersection upgrade is not currently funded.
1.8	<b>Central Avenue Connection:</b> Concern was raised with the potential connection of Central Avenue to Great Eastern	The potential to connect Central Avenue through to Great Eastern Highway is identified as a long-term opportunity, and would likely only be undertaken

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	Highway, as this may be used as a direct route for people coming from the Highway to access the station and/or park and ride.	once Qantas has left the domestic terminal and Great Eastern Highway had been upgraded to its ultimate design. In any event, the decision to connect Central Avenue will rest with the City of Belmont.
1.9	<b>Boulder Avenue / Second Street Intersection:</b> It is very difficult to turn out of Boulder Avenue into Second Street during peak periods, and this will likely get worse with increased traffic when the train station is operational.	The Project Working Group agrees that this intersection will need to be modified to accommodate traffic on Boulder Avenue, Second Street and the adjacent Park and Ride facility. The Vision Plan identifies that the modification will be the installation of a roundabout to ensure better movement of vehicles.
1.10	<b>Stanton Slip Road to Airport Precinct:</b> It was suggested that a slip road off of the Stanton Road bridge entrance be created to divert airport traffic off of Second Street and directly into the airport precinct.	The Project Working Group didn't support the proposed road as: <ul style="list-style-type: none"> <li>a) The suggested road would traverse Perth Airport land identified for the construction of the Southern Main Drain Living Stream and compensation basin;</li> <li>b) The grade of the road would not meet the required standards; and</li> <li>c) The alignment of the road would likely encourage airport traffic through Epsom Avenue and Stanton Road, only further impacting upon those residential areas.</li> </ul>
1.11	<b>Bus Access via Coolgardie Avenue:</b> Buses had previously been routed down Coolgardie Avenue and this compromised safety within the local area. The connection of buses through to the new train station should not be via Coolgardie Avenue.	The Project Working Group took note of the CRG concern and identified that the Fauntleroy Avenue intersection would be upgraded to accommodate bus movements through to the Airport West station. The bus route may, however, be altered at some point in the future and Coolgardie Avenue may ultimately be used by buses.
1.12	<b>Review of Intersections within Perth Airport:</b> There is a need to review the safety of intersections within Perth Airport as they are considered unsafe for pedestrians, particularly in the context of increased traffic along Fauntleroy Avenue.	Perth Airport Pty Ltd is responsible for monitoring the safety of all intersections within its estate and will undertake modifications in accordance with its forward planning.
1.13	<b>Integration of walking/cycling with Train Station:</b> The station	Each of the streets within the precinct will be designed to accommodate

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	precinct requires facilities for pedestrians and cyclists, as the area is at risk of becoming a car-dominated environment.	cycling and walking to ensure that the movement network slows car traffic and prioritises pedestrians and cyclists. Within the station precinct, dedicated on street cycling lanes will be provided along Central Avenue and there will be safe and high quality footpaths on all streets.
<b>2.0</b>	<b>Public Realm Considerations</b>	
2.1	<b>Integration of Development Area 6 with the Swan River and foreshore:</b> Concern was raised that connectivity between the Development Area 6 precinct and the Swan River Foreshore, as Great Eastern Highway forms a physical barrier that is difficult to traverse as a pedestrian or cyclist.	The Project Steering Group agrees that the linkages to the Swan River and foreshore are exceptionally important, and the current physical barrier needs to be addressed. It is considered that this will be best addressed through upgrades to the Coolgardie Avenue intersection with Great Eastern Highway, in addition to investigating options for a pedestrian overpass across Great Eastern Highway.
2.2	<b>Southern Main Drain:</b> The Southern Main Drain should be designed as an asset to the community and integrated within public spaces, rather than be left as a straight-line drain.	The Project Working Group agrees and the Vision Plan will identify that the Southern Main Drain should be redesigned as a living stream that will be integrated within public spaces.
2.3	<b>Retention and Integration of Native Species:</b> Landscaping within the area should ensure retention and enhancement of native species throughout public spaces.	The Project Working Group agrees and has identified the retention and enhancement of native vegetation, particularly mature trees, as a high priority in designing and implementing the redevelopment.
2.4	<b>Orchids within Perth Airport land:</b> There is a small area where orchids are growing within the Perth Airport estate, which is the proposed area for the Park and Ride. These areas should be retained as native bushland if possible.	The subject area is identified for future development under the Perth Airport Master Plan. The clearing of native vegetation within the estate must be undertaken in accordance with this plan.
2.5	<b>Landscaping Buffer along Tonkin Highway:</b> The proposed landscaping buffer along Tonkin Highway should be extended through the airport precinct to reduce dust, noise, exhaust fumes and improve the look of the area.	Perth Airport has taken note of the suggestion.

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2.6	<b>Drainage Considerations for Individual Lots:</b> Concern was raised about lower lying areas being inundated with drainage during wet periods, as this commonly occurs particularly in the southern part of Coolgardie Avenue.	The Project Working Group advised that detailed drainage designs will not be undertaken until such time as the Vision Plan is finalised, as this work will require a proper understanding of land use and development throughout the area. Where a drainage system is required to be upgraded to facilitate development, this will be undertaken.
2.7	<b>Need for more Open Space:</b> There is considered to be less open space shown in the draft Vision Plan than there is within the Development Area now. The proposed development plan should show at least the same amount of open space as residents currently enjoy.	The use of existing open space is considered to be severely constrained by Brearley Avenue and the linear and inaccessible Southern Main Drain. The redevelopment of this area and delivery of high-quality, well-designed public spaces is considered to be of huge advantage to the entire community. The total amount of open space to be provided has not been determined yet and will not be calculated until such time as detailed drainage and open space concepts are prepared.
2.8	<b>Design of public spaces:</b> The design of public spaces should incorporate native vegetation and be used as educational facilities in conjunction with the local school.	The Project Working Group agrees with the suggestion. Native vegetation will be incorporated into the landscaping of public spaces, and the City will engage the Redcliffe Primary School to play a part in this design.
3.0	<b>Land Use</b>	
3.1	<b>Timing of Rezoning:</b> Concern was raised with the timing of rezoning for the area, as many landowners are keen to sell their properties for the increased development value or better understand their development options.	The Project Working Group advised that the frustration with the time periods required for a planning framework are recognised, but are largely unavoidable. The preparation, engagement, revision, endorsement and implementation of a comprehensive planning framework takes time to achieve. It is likely that the preparation of this planning framework would take a minimum of 12-18 months to achieve, and is more than likely to be in place by 2018.
3.2	<b>Park and Ride:</b> The Park and Ride facility should be located within the northern car parking areas of Perth Airport Estate, as this area is already dedicated to car parking, is directly	The location of the Park and Ride must be designed to be highly accessible to the train station without limiting development opportunities immediately adjacent the station itself. The proposed location is considered to achieve this

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	accessible from Dunreath Drive and would not require the removal of endemic species.	well.  It is also important to note that the location of the Park and Ride is within Commonwealth land that is leased by Perth Airport Pty Ltd, and must be consistent with Perth Airport's Masterplan for the area. The City of Belmont and the Western Australian State Government have no oversight of development within this area.
3.3	<b>Park and Ride:</b> Suggestion raised that the Park and Ride should be closer to the rail station, as having it separated by development may encourage people to park illegally within the residential area.	Incorporating the Park and Ride immediately adjacent the station is considered to be a very poor urban development outcome, as it results in a desolate station precinct which fosters anti-social behaviour and reduces the desirability of the area. The Project Working Group is focused on creating a transit oriented design precinct, where urban density and diversity immediately adjacent the station create activity, security and amenity. The City of Belmont is responsible for monitoring illegal parking and will take action should this occur within the station precinct.
3.4	<b>Provision of Car Parking:</b> There is no allocation of car parking for the proposed retail and office developments within the station precinct or along Great Eastern Highway.	Parking for individual developments is required on site as a condition of their development approval. This will be determined at the time of the development proposal in accordance with the provisions of the planning scheme.
<b>4.0</b>	<b>Built Form</b>	
4.1	<b>Distribution of Density:</b> Concern was raised that the distribution of density throughout the area may not be equitable, with some areas being rezoned for much higher densities than others.	The distribution of density throughout the area will be based on proximity to key activity centres – with the highest densities focusing on the Airport West Station and Great Eastern Highway. The densities are likely to be graded down as the proximity to the centre decreases.  The density shown in the Vision Plan is indicative only, however, and will only be confirmed at the point in which the area is rezoned under the relevant planning scheme.

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4.2	<b>Station Footprint:</b> Some considered that the footprint of the station as depicted on the Vision Plan was too large and contributed to a restriction of vehicle movements throughout the local area.	The station has been designed to be as compact as possible based on the infrastructure, access and operational requirements. The location of the station is as close to Dunreath Drive as possible so that it is in close proximity to both the residential area and the future development of Perth Airport Estate.
4.3	<b>Design Guidelines for Sustainability:</b> Design Guidelines should require a high level of energy and water efficiency and require reuse of materials wherever possible.	The Project Working Group agrees that this should be included within the proposed Design Guidelines, and will continue to investigate best practice standards and programmes that may be incorporated.
<b>5.0</b>	<b>Other Matters</b>	
5.1	<b>Public Notification:</b> The CRG suggested that all further communication by the Project Steering Group should be done via direct postal mail rather than by electronic means, as some in the community don't have access to the internet or computers.	The Project Working Group noted this and the City agreed that further public communication would be done via postal service, in addition to electronic means.
5.2	<b>Understanding of Development Process:</b> The CRG suggested that the City host a presentation by professional developers on the likely opportunities within the local	The Project Working Group agrees that this will be beneficial, and will investigate opportunities to undertake such engagement after the Vision Plan is considered by Council.

# COMMUNITY REFERENCE GROUP MEETING MINUTES

HELD IN THE FUNCTION ROOM OF THE CITY OF BELMONT CIVIC CENTRE,  
215 WRIGHT STREET, CLOVERDALE  
THURSDAY, 15 JANUARY 2015, COMMENCING AT 6:30PM.

## **ATTENDANCE & APOLOGIES**

### **Attendance:**

Juliette Hammah – City of Belmont  
Jarrod Ross – City of Belmont  
Murray Ralph – City of Belmont  
Dean Pettit – City of Belmont  
Dave Thomas – Public Transport Authority  
Jamie Mullins – Public Transport Authority  
Elizabeth Jones – Public Transport Authority  
Ian Barker – Perth Airport Pty Ltd  
Ben De Marchi – Taylor Burrell Barnett  
Antony Johnstone – Aurecon

Corrine Macrae – Chairperson

### **Community Reference Group Members**

Amanda Ridge  
Amos Machlin  
Bella Scharfenstein  
Emilie Hethey  
George Homsany  
Helen Allison  
Margaret Elkington  
Seleana Powel  
Stephanie Clarke  
Susan McLaren  
Thomas Whiting

### **Apologies:**

Glen Finn – Department of Planning  
Monika Anderson – Perth Airport Pty Ltd  
Louise Round – Public Transport Authority  
Thyzara Griffith (proxy for Sarah Bellow – CRG Member)

### **Abbreviations**

Chair	Chairperson (i.e. Corrine Macrae)
CRG	Community Reference Group
GEH	Great Eastern Highway
MRWA	Main Roads WA



## 1.0 INTRODUCTION

The CRG Chairperson (C Macrae) provided an introduction and facilitated an introduction from each member of the Community Reference Group and the officers in attendance.

## 2.0 PROJECT OVERVIEW

City of Belmont Coordinator Planning Services Jarrod Ross provided an overview of the project including:

- Project Background and inception between 2004 and 2013
- Need to update Vision Plan and Implementation Strategy in response to further planning for rail infrastructure and road upgrades
- Scope of project to revise the adopted Vision Plan and Implementation Strategy for approval by the City of Belmont Council and the Western Australian Planning Commission.
- Outline of key stakeholders involved in the project, and how they would interact within the project team structure.
- Outline of the composition of the Project Steering Group and Technical Working Group.
- Outline of the role and importance of the Community Reference Group.
  - The role of the CRG is advisory. The minutes of the meeting will be referred to by Councillors to assist in their consideration of the final Vision Plan for public advertising and adoption.
  - CRG is not a decision making body. It advises Council on behalf of the community, prior to more formal community engagement.
- Outline of the CRG Meeting Schedule for the first half of 2015.
- Outline of where the group is at within the review process, and the significant amount of work to be undertaken over the coming months and years.

### Discussion

Ref	Speaker	Discussion
2.1	<b>H Allison (CRG):</b> <b>J Ross (CoB):</b>	When do you anticipate the next group meetings to occur?  Upcoming meetings are proposed on Monday 16 <sup>th</sup> February, Monday 20 <sup>th</sup> April and Monday 18 <sup>th</sup> May, but are subject to availability.
2.2	<b>B Scharfenstein (CRG):</b>  <b>Response (CoB):</b>	With respect to the proposed Community Open day - Is the purpose to inform the community, broadly, about what's happening?  The intention is to inform the wider community and take preliminary comment on the conceptual plans. We are trying to find a venue within the study area

		for this meeting and will update the reference group as soon as possible.
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### 3.0 **DA6 PUBLIC TRANSPORT INTEGRATION**

Taylor Burrell Barnett Director Ben De Marchi provided an overview of the transportation and connectivity aspects of the vision plan which included the below:

- New local Street required between Central Avenue and Bulong Avenue.
- Coolgardie Avenue not connected to Dunreath Drive at this point
- Park n Ride on Airport land. 500 bays. Good access from local roads (currently two points proposed)

Public Transport Authority Interface Manager Jamie Mullins provided an overview of the bus connectivity and why the Station location has moved including:

- In 2021 the forecasted mode split of passengers arriving at the station is:
  - 49% via bus
  - 27% via park and ride
  - 12% via kiss and ride
  - 12% via walking/cycling
- Bus route options.
  - Use of Fauntleroy Ave initially.
  - Test the potential of utilising Coolgardie Ave / First Ave to access Station.
- Station location
  - Previous location within the Airport Estate did not maximise the walkable catchment from the park and ride.
  - Provide summary of the commercial and residential split between the two station locations.

### **Discussion**

Ref	Speaker	Discussion
3.1	<b>H Allison (CRG):</b>  <b>J Ross (CoB):</b>	<p>Is CRG able to get copies of plans shown in the presentation, with roads and ideas?</p> <p>As the plans are only conceptual at this stage, and the Councillors have not yet reviewed them, the preference is that they are not distributed. The Project Steering Group would be concerned with conceptual plans being released more publicly without clear explanation that they were testing ideas only.</p>
3.2	<b>H Allison (CRG):</b>  <b>J Ross (CoB):</b>	<p>It is difficult to give a considered opinion without looking more in depth at the plans.</p> <p>It is agreed that it is difficult to provide a considered opinion without detailed review – but it is important to note that tonight's focus is intended to be a high level review of transportation and connectivity. The more detailed planning will be the subject of upcoming meetings of the reference group.</p>

Ref	Speaker	Discussion
3.3	<p><b>H Allison (CRG):</b></p> <p><b>C Macrae (Chair):</b></p> <p><b>J Ross (CoB):</b></p>	<p>I don't see any integration of the area with the River in the conceptual plans. I believe the river is a fantastic feature. Also, the area near the proposed train station - how will people get to the airport? What pedestrian routes will be taken?</p> <p>These are detailed matters that will likely be fleshed out at the urban design stage</p> <p>The project officers agree and recognise that the River is a fantastic asset. Great Eastern Highway (GEH) is a constraint for access. How to facilitate pedestrian movements is a fair question and is being considered as a key component of the plan.</p>
3.4	<p><b>S McLaren (CRG):</b></p> <p><b>C Macrae (Chair):</b></p> <p><b>B De Marchi (TBB):</b></p> <p><b>S McLaren (CRG):</b></p>	<p>I live in Boulder Avenue and people use it as a rat-run which is dangerous. Since Second Street was closed, this has become worse. I believe it will be a nightmare in the future with the proposed Park n Ride in the locality. Could it be considered to have an opening onto Second Street?</p> <p>Later in the meeting we will have a presentation from the traffic engineer who will likely discuss this matter.</p> <p>There is an option being discussed to put a round-a-bout to alleviate some of the traffic congestion</p> <p>I believe vehicles will be locked in the area after Brearley Avenue is closed.</p>
3.5	<p><b>B Scharfenstein (CRG):</b></p> <p><b>J Ross (CoB):</b></p>	<p>Are the matters discussed at the CRG meeting confidential?</p> <p>The discussions at the CRG meeting are not confidential, and the minutes will be published on the City's website for the public to review.</p>
3.6	<p><b>A Machlin (CRG):</b></p> <p><b>A Johnstone (Aurecon):</b></p> <p><b>A Machlin (CRG):</b></p>	<p>It appears as though the evidence to close Brearley Avenue is conclusive. I can accept that, as it will have lost its relevance as an access point to the airport. However, why not close it off at the Perth Airport end? Brearley accesses residential land, which is important, and doesn't make sense to close it completely. What is the reason behind the closure? Will leaving it open be detrimental to the project and use of the area?</p> <p>MRWA wishes to close it. In the morning congestion at Brearley Avenue and GEH intersection is significant. What MRWA hope to achieve by closing it and removing signals, is to remove rat-running down Fauntleroy Avenue and improve traffic flow.</p> <p>Won't the plans to extend/widen GEH take the traffic pressure off this area?</p>

Ref	Speaker	Discussion
	<b>A Johnstone (Aurecon):</b>  <b>J Mullins (PTA):</b>  <b>D Thomas (PTA):</b>	<p>Yes, but only for a limited period of time.</p> <p>Once detailed traffic modelling is completed, it would be beneficial to have MRWA present the findings to CRG and respond to these queries raised.</p> <p>A lot of traffic is generated on GEH and closing Brearley Avenue will rationalise this traffic.</p>
3.7	<b>M Elkington (CRG):</b>	I agree with Mr. Machlin. A key feature of the project is the closure of Brearley Avenue. But when the use of the Airport changes, won't this reduce traffic? Keeping Brearley open would be useful to access the train station and park and ride facility.
3.8	<b>T Whiting (CRG):</b>	Agrees that closure of Brearley Avenue will impact access into the train station.
3.9	<b>B Scharfenstein (CRG):</b>  <b>B De Marchi (TBB):</b>	<p>Has written various letters to MRWA querying why Brearley Avenue is to be closed. No responses received. The traffic on Tonkin Highway and up and down GEH will still exist. A lot of heavy vehicles use this route. Will the new Central Avenue connection need to be signal?</p> <p>The Central Avenue intersection is proposed to be left in, left out only, and is not proposed to be signalised.</p>
3.10	<b>A Machlin (CRG):</b>	This will be used for rat-running
3.11	<b>A Johnstone (Aurecon):</b>	Main Roads WA needs to explain their point of view to the Community Reference Group, as the closure of Brearley is part of their long term planning.
3.12	<b>A Ridge (CRG):</b>	Brearley Avenue is a physical barrier that currently dissects the community of Redcliffe. I understand the closure of Brearley Avenue was to provide the high density area a green, living area nearby. Removing the road allows for this to happen. I support the closure.
3.13	<b>B De Marchi (TBB):</b>	The option of retaining Brearley Avenue was considered in the original Community meetings prior to the preparation of the 2013 Vision Plan.
3.14	<b>C Macrae (Chair):</b>	I think the group really needs clarification from Main Roads WA on this matter.
3.15	<b>S McLaren (CRG):</b>	Regardless of what side of Brearley you live, the most important things are access for locals to their properties, and for no rat running to occur. It doesn't matter where you live.
3.16	<b>G Homsany (CRG):</b>	I agree we need Main Roads WA here. There is much confusion as to whether it will be closed. Informally residents have heard (on good grounds) that it will remain

Ref	Speaker	Discussion
		open.
3.17	<b>M Elkington (CRG):</b>  <b>J Mullins (PTA):</b>  <b>I Barker (PAPL):</b>  <b>J Mullins (PTA):</b>  <b>C Macrae (Chair):</b>	<p>I assume quite a lot of people would use the train station; including fly in fly out and domestic/international passengers. A 12min walk from the Park n Ride is a long way, especially with baggage. The proposed location for the train station may not be optimal.</p> <p>In the future, that side of the airport will not be for commercial air traffic.</p> <p>Ultimately Qantas will relocate to the new International Airport terminal, and no commercial passenger aircraft will use the existing domestic terminal.</p> <p>The consolidated airport terminal will be serviced by a separate station, and there will be a third station located at Forrestfield.</p> <p>This train station (Redcliffe) will service this precinct only.</p>
3.18	<b>B Scharfenstein (CRG):</b>	Suggested if the table behind her (Ian, Elizabeth and Murray) table could sit in with the group at the next meeting.
3.19	<b>C Macrae (Chair):</b>	The project steering group are looking for feedback on bus connectivity – we should perhaps shift the discussion to respond to this.
3.20	<b>H Allison (CRG):</b>  <b>I Barker (PAPL):</b>  <b>B De Marchi (TBB):</b>  <b>I Barker (PAPL):</b>	<p>With respect to the Southern Main Drain - The area is low lying, has issues with hydrology, water levels are relatively close to surface. Is the realignment of the drain being considered?</p> <p>Potentially in the airport land, though I can't say what would happen closer to the station.</p> <p>The plan indicatively shows the drain within the Airport land – though the Gateway works do alter this.</p> <p>Perth Airport looking at some form of development near Dunreath Drive/Tonkin highway which may require changes to the drain. Option is to convert to a living stream thereby improving water quality. Discussed two options for drainage design. Main two aspects to address on the drain are to improve landscape amenity and improve water quality.</p>
3.21	<b>M Ralph (CoB):</b>  <b>C Macrae (Chair):</b>	<p>The project has a drainage consultant working with Water Corp to look at what can be achieved in the long-term. The detail as to whether this incorporates a living stream through the precinct has not yet been worked through.</p> <p>The drain is an important part of this project.</p>

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3.22	<b>H Allison (CRG):</b>	Water can be a vital amenity aspect of the project. Something prettier than a straight line to the Swan River could add to the project.
3.23	<b>E Hethey (CRG):</b>	Agreed that the drain should not just be functional, but should be an asset to the community.
3.24	<b>B De Marchi (TBB):</b>	A balance needs to be reached between wetlands and usable Public Open Space. These are details that will need to be carefully worked through with the community.
3.25	<b>G Homsany (CRG):</b>  <b>B De Marchi (TBB):</b>	I support Helen's comments - A lot of trees shown in the slides were "Subiaco type," deciduous trees. This area is unique with native species, and there is also fauna present.  Many of the trees shown are simply examples from similar TOD and redevelopment precincts, and are not intended to be used here. The project team includes a landscape architect that will look carefully at appropriate tree species and retention opportunities.
3.26	<b>A Ridge (CRG):</b>  <b>A Johnstone (Aurecon):</b> <b>B De Marchi (TBB):</b>  <b>D Thomas (PTA):</b>	Is there an option to divert the road from the Stanton Road bridge south through the airport precinct, rather than bring traffic through the residential area? This will reduce impact to the residential areas as the traffic will bypass it. Commercial areas should be used for the traffic, not residential.  This option would depend on land ownership if a new road is proposed  Engineering advice previously received indicated there were challenges with such an option. But, it can be revisited if CRG wants to consider.  Funds allocated on the Dunreath Drive / Tonkin Highway interchange should provide the main access point to the commercial area, and draw a lot of traffic away from residential areas.
3.27	<b>S Powell (CRG):</b> <b>B De Marchi (TBB):</b>	What's happening with the School in the area?  Nothing is planned to be changed, the school will remain within the area.

#### 4.0 TRAFFIC MODELLING

- A transport model is an estimate of the performance of the network in the future using the data available today.
- The Forrestfield Airport Link model covers from Great Eastern Highway to Roe Highway to Tonkin Highway.
- The Airport West road network was discussed including rat-running past the Great Eastern Highway morning congestion.

- The modelling methodology being used was explained and its tie in with the Main Roads WA ROM model.
- Initial modelling and testing has been undertaken with a large volume of traffic using the future Dunreath Drive Interchange. The land use values are currently being updated in the ROM model to refine the modelling outputs.

## **Discussion**

<b>Ref</b>	<b>Speaker</b>	<b>Discussion</b>
<b>4.1</b>	<p><b>A Ridge (CRG):</b></p> <p><b>A Johnstone (Aurecon):</b></p> <p><b>J Mullins (PTA):</b></p>	<p>Why do high density residential areas need to be so connected to the commercial precinct? So few of those that live in the area would work there.</p> <p>With a Coolgardie Avenue connection proving difficult, there is a need to get buses down Fauntleroy and into the station precinct.</p> <p>When Brearley shuts, there is proposed to be a connection through Snook Road.</p>
<b>4.2</b>	<p><b>G Homsany (CRG):</b></p> <p><b>D Thomas (PTA):</b></p> <p><b>G Homsany (CRG):</b></p> <p><b>A Johnstone (Aurecon):</b></p>	<p>Great Eastern Highway currently bottlenecks at Coolgardie Avenue every morning. The reason is the traffic lights and the signalling sequence. I don't understand the rationale for the closure of Brearley Avenue.</p> <p>The volume of traffic will decrease with Brearley Avenue closure. Main Roads WA can also make other changes to interchange (more through-lanes).</p> <p>Buses have previously been routed down Coolgardie Avenue and it resulted in compromised safety within the local area. I don't support rerouting buses down Coolgardie Avenue to connect to the station.</p> <p>This is all good information to know. That's what the purpose of these meetings is.</p>
<b>4.3</b>	<p><b>E Hethey (CRG):</b></p> <p><b>A Johnstone (Aurecon):</b></p>	<p>When and where does the Boud Avenue connection occur?</p> <p>The connection occurs from Tonkin Highway – this has been used in the traffic modelling, and is likely to be opened in 2016.</p>
<b>4.4</b>	<p><b>H Allison (CRG):</b></p> <p><b>D Thomas (PTA):</b></p> <p><b>H Allison (CRG):</b></p>	<p>I support George and the proposed closure of Coolgardie Avenue for buses. Transit Oriented Design (TOD) should represent low traffic in and around residential areas. Noting this, bus routes need to be reconsidered. People that use the Park n Ride; where will users travel to?</p> <p>A large percentage will be travelling to the CBD.</p> <p>Won't some of the people using the Park n Ride be</p>



Ref	Speaker	Discussion
	<p><b>J Mullins (PTA):</b></p> <p><b>H Allison (CRG):</b></p> <p><b>B De Marchi (TBB):</b></p>	<p>working at the Perth Airport?</p> <p>Smart Cards will be used to access the Park n Ride. These are linked to public transport use, so if a user doesn't use public transport soon after parking, they will be fined. This discourages the use of the facility for simply parking.</p> <p>Will people walk to the station?</p> <p>Yes, the Park n Ride is well within 400m walking distance.</p>
4.5	<p><b>H Allison (CRG):</b></p> <p><b>S Clarke (CRG):</b></p>	<p>Is the proposed car park located on ground where orchids are growing?</p> <p>Yes. A lot of the area has been decimated. There is a small area in winter and spring where they still grow. A lot of trees have been removed recently also.</p>
4.6	<p><b>H Allison (CRG):</b></p> <p><b>J Ross (CoB):</b></p> <p><b>H Allison (CRG):</b></p>	<p>Are there other existing parking areas that could be used for the Park n Ride facility?</p> <p>This is strongly dependent on land ownership – the Park n Ride needs to be located within Perth Airport land to ensure that does not require land acquisition or reduction of open space. For this to occur, the location needs to fit with the long term planning for the Perth Airport precinct.</p> <p>The environmental issue (of a car park) needs to be addressed.</p>
4.7	<p><b>M Elkington (CRG):</b></p> <p><b>A Johnstone (Aurecon):</b></p> <p><b>J Mullins (PTA):</b></p>	<p>Was the traffic model run when Brearley was kept open?</p> <p>No, but this can be done and the project team will come back with some results to inform the reference group.</p> <p>Yes this can be modelled.</p>
4.8	<p><b>T Whiting (CRG):</b></p> <p><b>A Johnstone (Aurecon):</b></p> <p><b>I Barker (PAPL):</b></p> <p><b>T Whiting (CRG):</b></p> <p><b>I Barker (PAPL):</b></p>	<p>With respect to Fauntleroy and Dunreath Drive – are either of these roads proposed to be widened.</p> <p>Dunreath is proposed to be upgraded, but not widened at this stage.</p> <p>No plans to widen any roads within the Airport at this stage. Will look at intersections though.</p> <p>I believe there is a need to look at intersections throughout the area, as there is a lot of congestion now. Some rat runs in the area are dangerous for pedestrians. Once Brearley is closed, Fauntleroy traffic will increase.</p> <p>The main focus for the Perth Airport is to make sure the Airport functions efficiently, including the road network</p>



Ref	Speaker	Discussion
		within the Airport Estate. I don't want external traffic through the Airport estate. The Airport will consider changes to ensure traffic flow is as efficient as possible. Once Gateway WA works are complete, Brearley closed (or not), there should be less incentives to rat run through the area as the wider highway network will become more efficient.
4.9	<b>S McLaren (CRG):</b>	I believe alternative car park locations need to be considered. I agree that Brearley Avenue dissects the area. It would be nice to have Redcliffe as a whole community.
4.10	<b>E Hethey (CRG):</b>  <b>D Thomas (PTA):</b>	40,000 vehicles a day currently use Brearley Avenue and GEH. Where are they going to go?  When Qantas moves, the main access to airport will be via Leach Highway. In the interim there will be an incentive to use the Tonkin/Dunreath interchange to access the domestic terminal.
4.11	<b>B Scharfenstein (CRG):</b>  <b>D Thomas (PTA):</b>  <b>B Scharfenstein (CRG):</b>  <b>E Hethey (CRG):</b>  <b>B Scharfenstein (CRG):</b>  <b>D Thomas (PTA):</b>  <b>B Scharfenstein (CRG):</b>  <b>D Thomas (PTA):</b>  <b>B Scharfenstein</b>	Great Eastern Highway traffic comes down via the GEH Bypass, including heavy vehicles and this adds to congestion. Where are they coming from and why using that route?  As of right vehicles can use these roads and it can't be restricted.  This is what is causing congestion. Is there another route they can take?  A lot come from Kalamunda road and onto the Bypass.  Is Roe highway an option?  Some do use Roe Highway. People will generally use what they perceive to be the quickest route.  I was told that the Great Eastern Highway upgrade east of Tonkin Highway won't occur.  Whilst I agree that no funding has yet been allocated, this does not mean that it will not occur. It is a planned project from Main Roads WA, and just requires funding to commence works.  Congestion on Great Eastern Highway will continue to be

Ref	Speaker	Discussion
	<p>(CRG):</p> <p><b>E Hethey (CRG):</b></p> <p><b>B Scharfenstein (CRG):</b></p>	<p>problematic.</p> <p>Closure of Brearley should help with this.</p> <p>Disagrees with this analysis, pointing out only one light change will be eliminated. Signals for traffic (heading west) moving off Tonkin turning right onto GEH, and off Tonkin (heading east) turning right onto GEH will remain. These signals direct large volumes of traffic accessing businesses on GEH north and south.</p>
4.12	<p><b>H Allison (CRG):</b></p> <p><b>Various:</b></p> <p><b>H Allison (CRG):</b></p> <p><b>S Clarke (CRG):</b></p>	<p>With regard to the proposed vegetation along Tonkin highway; is this native?</p> <p>Yes</p> <p>If the DA6 area is to be developed for high density, should consider a landscaping buffer is extended from Tonkin Highway throughout the Airport precinct. This will reduce dust, noise, exhaust fumes, and also beautify the area. Also provide connectivity for birds and other smaller organisms.</p> <p>The Airport did mention they were going to do this.</p>
4.13	<p><b>A Machlin (CRG):</b></p> <p><b>A Johnstone (Aurecon):</b></p>	<p>With regard to congestion on Great Eastern Highway, Have Main Roads WA been asked to improve signals along here? Similar to Canning Highway which has proven successful.</p> <p>I worked on the Canning Highway project. The signal cycle restricts how many cars can pass through the intersection. The limiting factor in the project area is the Tonkin Highway off ramp, as Main Roads WA doesn't want to have traffic backed up onto Tonkin Highway – this is dangerous in what is a high speed environment.</p>
4.14	<p><b>T Whiting (CRG):</b></p> <p><b>A Johnstone (Aurecon):</b></p> <p><b>D Thomas (PTA):</b></p>	<p>In other countries, there is a road design called “lean-on lean-off.” Could this be considered?</p> <p>Such works would likely be cost prohibitive.</p> <p>The size of the interchange required, and the necessary land acquisition, would be significant and would compromise the surrounding community.</p>
4.15	<p><b>M Elkington (CRG):</b></p> <p><b>B De Marchi (TBB):</b></p>	<p>If Brearley were closed, and noting some dead-ends can't get onto Great Eastern Highway, it will be difficult for residents to get out of the area, without going around the whole block, and then being stuck in traffic.</p> <p>Through the last workshop series, there was support to change these streets to left-in left out (currently are dead ends).</p>

Ref	Speaker	Discussion
	<b>M Elkington (CRG):</b> <b>E Hethey (CRG):</b> <b>M Elkington (CRG):</b>	Has a traffic model been run for this? Bear in mind, the closure of Brearley, the opening of Boud, changes will be felt. It might be worthwhile to run these models.
<b>4.16</b>	<b>C Macrae (Chair):</b>	Triggers for road works needs to be fleshed out.
<b>4.17</b>	<b>G Homsany (CRG):</b>	Wherever possible we should consider green belts and buffers rather than barren, concrete walls.

## 5.0 NEXT STAGES

Ref	Speaker	Discussion
<b>5.1</b>	<b>J Ross (CoB):</b>  <b>C Macrae (Chair):</b>  <b>J Ross (CoB):</b>  <b>Group:</b>  <b>C Macrae (Chair):</b>  <b>J Ross (CRG):</b>	If CRG members have other questions, please email these through. I will provide an answer and if requested will circulate the answers to the wider group.  Next meeting date is Monday 16 February.  Does the group agree to bring the meeting forward to 6pm?  No objections  Invite will be sent out for the future meeting  The project team will be contacting Main Roads WA to request that they attend the next meeting.

**Meeting closed at 8:51pm**

# COMMUNITY REFERENCE GROUP MEETING MINUTES

HELD IN THE FUNCTION ROOM OF THE CITY OF BELMONT CIVIC CENTRE,  
215 WRIGHT STREET, CLOVERDALE  
**MONDAY, 16 FEBRUARY 2015, COMMENCING AT 6:00PM.**

## **ATTENDANCE & APOLOGIES**

### **Attendance:**

#### **Corrine MacRae**

Juliette Hammah – City of Belmont  
Murray Ralph – City of Belmont  
Dean Pettit – City of Belmont  
Glen Finn – Department of Planning  
Antony Johnstone – Aurecon  
Monika Anderson – Perth Airport Pty Ltd  
Louise Round – Public Transport Authority  
Ray Seman – Public Transport Authority  
Lindsay Broadhurst – Main Roads WA  
Karen Hyde – Taylor Burrell Barnett

### **Community Reference Group Members**

Amanda Ridge  
Amos Machlin  
Emilie Hethey – departed 8:22pm  
George Homsany  
Helen Allison  
Margaret Elkington  
Richard Foster  
Sarah Bellow  
Seleana Powel  
Stephanie Clarke  
Thomas Whiting

### **Apologies:**

Jarrold Ross – City of Belmont  
Dave Thomas – Public Transport Authority  
Jamie Mullins – Public Transport Authority  
Elizabeth Jones – Public Transport Authority  
Ian Barker – Perth Airport Pty Ltd  
Ben De Marchi – Taylor Burrell Barnett  
David Van Den Dries – Main Roads WA  
Michael Vujcich – BG&E  
Bella Scharfenstein – Community Reference Group  
Susan McLaren – Community Reference Group

## **Abbreviations**

Chair	Chairperson (i.e. Corrine MacRae)
COB	City of Belmont
CRG	Community Reference Group
DA6	Development Area 6
DOP	Department of Planning
GEH	Great Eastern Highway
MRWA	Main Roads WA
PAPL	Perth Airport Pty Ltd
PTA	Public Transport Authority
TBB	Taylor Burrell Barnett

## 1.0 INTRODUCTION

Chair: Confirmed whether the CRG had been provided with the minutes and been given an opportunity to provide comments. Asked whether there were any further comments.

Ref	Speaker	Discussion
1.1	<b>G Homsany (CRG):</b> <b>C MacRae (Chair):</b>  <b>T Whiting (CRG):</b> <b>C MacRae (Chair):</b>  <b>G Homsany &amp; H Allison (CRG):</b>	Why did the Minutes take so long to finalise.  Believes it should have taken 5 days, in line with the Terms of Reference.  Asked what is the Terms of Reference.  The agreement provided to CRG members when they agreed to participate in the DA6 stakeholder engagement process.  Asked for Terms of Reference to be circulated to CRG
1.2	<b>C MacRae (Chair):</b> <b>All:</b> <b>C MacRae (Chair)</b>	Any dissention to adopting the Minutes.  None  Minutes adopted.
1.3	<b>C MacRae (Chair):</b>	M Anderson from PAPL will be leaving the meeting at 7:15pm.
1.4	<b>C MacRae (Chair):</b>	R Foster (CRG) provided a list of questions from residents. Whatever can be answered tonight will be. Others are administrative for the City of Belmont to address.

### ACTION ITEMS

- D Pettit (CoB) to provide copy of Terms of Reference to all CRG members.
- D Pettit (CoB) to respond to those questions provided by R Foster (CRG).

## 2.0 UPDATE BY PERTH AIRPORT

Monika Anderson from Perth Airport Pty Ltd provided an update on Perth Airport, including:

- Approval of the Perth Airport Master Plan 2014 and considerations within the document.
- Update of planning for the Perth Airport estate – specifically with regard to Airport West.
- Perth Airport will be reviewing planning in Airport West on the basis of the selected station location, and any changes to existing land use around the station and its interface will be taken into consideration in planning for the estate.
- Any development on the Perth Airport estate requires approval by the Commonwealth, and there will be liaison with the community and surrounding local governments as part of the required Major Development Plan process.

## Discussion

Ref	Speaker	Discussion
2.1	<b>H Allison (CRG):</b> <b>M Anderson (PAPL):</b>	Can't read what is on the slides.  Will provide a copy of the presentation after the meeting. Slides show the detail the creation of the Master Plan went into.
2.2	<b>R Foster (CRG):</b> <b>M Anderson (PAPL):</b>	How many cars are parking in the area shown as white on the plan?  Don't know the exact figure off hand, but would be happy to provide the number on request.
2.3	<b>E Hethey (CRG):</b> <b>M Anderson (PAPL):</b> <b>E Hethey (CRG):</b>  <b>M Anderson (PAPL):</b>	When is Qantas relocating?  Master Plan shows this will be 2020.  In the long term, will the area be used for parking? Will people park in DA6, catch the train to the international terminal to catch a flight?  Further planning is required to determine the transitional requirements and long term planning for the area, but the precinct will primarily be used for an aviation area (including significant parking) infrastructure until Qantas relocate.
2.4	<b>R Foster (CRG):</b> <b>M Anderson (PAPL):</b>	Are there planes still be parked over that side  The general aviation area will remain in airport west post consolidation. It's the intention that ultimately all passenger aviation services above a certain cap will relocate to the consolidated precinct.
2.5	<b>G Homsany (CRG):</b>  <b>M Anderson (PAPL):</b>	Queried what the blue section on the plan represents.  The area is for non-aviation land uses
2.6	<b>T Whiting (CRG):</b>  <b>M Anderson (PAPL):</b>	Comments that Skippers (Aviation) has a lot of parking.  The intention is to consolidate all commercial aviation functions above a certain limit to the consolidated precinct. General aviation will remain at the domestic terminal long term, even after Qantas relocates.
2.7	<b>A Ridge (CRG):</b>	Commented on the open space and drainage area shown on PAPL slides. This is the same area as the Park n Ride area shown for the new train station.
2.8	<b>A Machlin (CRG):</b>  <b>C MacRae (Chair):</b>	Have you selected the roads to be used through residential area to access the airport?  Future slides will address this. PAPL can't answer this as the train station has been moved out of

	PAPL land.
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## ACTION ITEMS

- PAPL to circulate a copy of presentation slides to the CRG. CoB has this information and will do so on the behalf of PAPL.

### 3.0 PLANNING FOR BREARLEY AVENUE

Main Roads WA Manager Road Planning L Broadhurst gave a presentation on MRWA's future long term plan for the area and the triggers to close Brearley Avenue; this included comments on:

- Acknowledging that Tonkin Highway has always been planned to be a major freeway. Main Roads position is that Brearley Avenue connection to GEH will be closed.
- Key point that high speed highway traffic should not be mixed with low speed local traffic, especially when entering a residential area.
- Information on a number of other road infrastructure projects was given; including Gateway WA, Northlink and GEH upgrades.
- MRWA are investigating the works required along GEH to facilitate closure of Brearley Avenue, some upgrading of Fauntleroy/GEH intersection likely required.
- MRWA has design for major upgrading of GEH including vehicle access strategy. Includes rationalisation of existing side roads with some modified to left-in, left-out. Major upgrading is currently unfunded.
- Target to have any works on GEH works and closure of Brearley Avenue completed by 2016.

## Discussion

Ref	Speaker	Discussion
3.1	<b>M Elkington (CRG):</b>	Why is Brearley Avenue being closed?
	<b>L Broadhurst (MRWA):</b>	The role of Tonkin Highway is increasing significantly and will become major north-south route in eastern metropolitan Perth area with large number of freight movements. It is undesirable to provide local road connectivity (from Tonkin to Brearley). There are also safety and efficiency reasons. The Tonkin and Brearley intersection is a congestion hot spot. This will become a growing issue in the future if it is not addressed.
	<b>M Elkington (CRG):</b>	Doesn't understand the reasoning behind the safety issues and said it was rubbish. Said that these were things that would come out of closing Brearley Avenue, but said they are not the reasons behind closing Brearley Avenue.
3.2	<b>C MacRae (Chair):</b>	What would the repercussions be if Brearley was not closed?
	<b>L Broadhurst</b>	Intersection is already causing major queuing delays. Traffic will only get worse. Closing Brearley will allow for



Ref	Speaker	Discussion
	<b>(MRWA):</b>	better traffic performance at the Tonkin GEH on-ramp and GEH.
<b>3.3</b>	<b>M Elkington (CRG):</b>  <b>L Broadhurst (MRWA):</b>	If Qantas moves, traffic shouldn't be that bad. Traffic will then be heading down to new Dunreath intersection.  Still need to provide for future traffic, and closure of Brearley will help with this.
<b>3.4</b>	<b>A Machlin (CRG):</b>       <b>L Broadhurst (MRWA):</b>	Voiced support of M Elkington's comments and queried why Brearley should be closed. The role of Brearley will remain as local street. Businesses rely on it for access. If closed, business will be affected.  Access to businesses on GEH remains via Tonkin, but what if vehicles are not using that route?  Signals on GEH are not linked and are bad. This should be improved. Once that is solved, no need to close Brearley. Brearley serves as an important access point.  MRWA has considered the road planning for the area in the long term. In the short term if left open, it might be ok for a few years. In the medium to longer term, with Perth being a much larger City of up to 3.5 million people and beyond, the GEH Tonkin intersection will be a major transport link and will take much larger volumes of traffic.
<b>3.5</b>	<b>T Whiting (CRG):</b>    <b>A Johnstone (Aurecon):</b> <b>T Whiting (CRG):</b>	Boud Avenue and Dunreath Drive are a major part of the airport's access. But PAPL said they have no desire to increase traffic in the area. What MRWA is presenting conflicts with what was presented at the last CRG meeting. Suggested MRWA liaise with PAPL.  Clarified what was discussed at the last CRG meeting.  Disagrees. Also raises Fauntleroy Avenue traffic issue.
<b>3.6</b>	<b>C MacRae (Chair):</b>  <b>L Broadhurst (MRWA):</b>	Asked whether MRWA has a staging process for these works.  Referred to the presentation slides.
<b>3.7</b>	<b>T Whiting (CRG):</b>  <b>L Broadhurst (MRWA):</b>  <b>A Johnstone (Aurecon):</b>	When Brearley is closed, where does the traffic go?  Referred the question to A Johnston.  Coolgardie Avenue, or up to Stanton Road.

Ref	Speaker	Discussion
3.8	<b>S Clarke (CRG):</b>  <b>C MacRae (Chair):</b>	How will the school be accessed when Brearley is closed?  Antony and Karen will cover in later slides as part of their presentation.
3.9	<b>R Foster (CRG):</b>  <b>L Broadhurst (MRWA):</b>	Provided comments on rat-running, and how a road will be found for this purpose if Brearley is closed. Need to upgrade GEH first, before closing Brearley.  MRWA are currently assessing what upgrades are needed to coincide with closure of Brearley Avenue. Recognises some upgrades of other intersections on GEH will be required. Can provide further information on that at a future presentation.
3.9	<b>G Homsany (CRG):</b>  <b>L Broadhurst (MRWA):</b>  <b>G Homsany (CRG):</b>	Regarding the upgrades at Fauntleroy and Coolgardie. Why upgrade these roads if there is no plan to have more traffic directed through there (after Brearley is closed)?  Ties into future plans for the precinct. Some point in the future they will need upgrades to manage the increased capacity.  Believes vehicles will use Coolgardie as a rat run to access Airport West
3.10	<b>A Ridge (CRG):</b>  <b>A Johnstone (Aurecon):</b>  <b>L Broadhurst (MRWA):</b>	Questioned what the timing of the closure will be. Will Brearley be closed first, then each of the other identified access points closed? Access into residential area needs to be maintained, before Brearley is closed. When Brearley is closed, will PAPL end also be closed?  First Avenue will remain open to access. This will be shown on future slide.  Agrees that a reasonable access and connectivity outcome for those that live in the area is needed.
3.11	<b>M Elkington (CRG):</b> <b>L Broadhurst (MRWA):</b> <b>M Elkington (CRG):</b> <b>L Broadhurst (MRWA):</b> <b>M Elkington (CRG):</b> <b>L Broadhurst (MRWA):</b> <b>M Elkington (CRG):</b>	When will Brearley be closed?  Target is to have closed by the end of 2016.  Has the closure of Brearley been decided?  Future plans for the area show is to be closed. Exactly how it happened and is staged needs to be determined.  So it is decided to close it?  Yes.  Nothing the CRG can say will change this?

Ref	Speaker	Discussion
	<b>L Broadhurst (MRWA):</b>	Reasons for the closure have been provided. Future plans show it to be closed.
	<b>M Elkington (CRG):</b>	Queried why these meetings are held.
	<b>C MacRae (Chair):</b>	As was stated in the previous meeting, we knew the closure of Brearley was planned, we requested Lindsay from MRWA to provide the reasons.
	<b>M Elkington (CRG):</b>	When was it decided to close Brearley?
	<b>L Broadhurst (MRWA):</b>	Previous planning (15-20 years ago), including the initial DA6 Vision Plan, identified that Brearley Avenue would need to be closed when the new interchange from Tonkin Highway (Dunreath) is constructed. PAPL, City of Belmont and Department of Planning are aware and support the closure.
	<b>A Machlin (CRG):</b>	Whose authority was it to close Brearley?
	<b>L Broadhurst (MRWA):</b>	Brearley is a State owned road under the care and control of MRWA. MRWA initiate and implement the closure.

## ACTION ITEMS

- MRWA to provide further explanation/presentation on upgrades required in the area, including GEH, Fauntleroy, and Coolgardie at a future meeting.

## 4.0 TRAFFIC MODELLING

A Johnstone (Aurecon) provided a summary of traffic modelling:

- Recap of transport model and its study area.
- Update on transport modelling process and progress. Currently testing road layout and intersection details with Main Roads WA.
- Displayed the 2014, 2016/ 2017, and 2021 models operating with updated ROM24 demands
- Explained the impact on Great Eastern Highway by closing the Brearley Ave at Great Eastern Highway on the traffic signal phasing. Significant travel time savings are estimated to be achieved.
- Turn bay pockets are required on Great Eastern Highway at the Fauntleroy Ave intersection to prevent a reduction in traffic throughput on Great Eastern Highway.
- Travel times to Perth Airport are the same or better with the 2016 network which contains the Dunreath Drive Interchange at Tonkin Highway.
- Boulder Avenue proposed to remain connected to both Great Eastern Highway and Brearley Avenue. First Street proposed to remain connected across Brearley Ave.
- Road treatments will be used around the bus/train station to enforce a pedestrian friendly environment.

## Discussion

Ref	Speaker	Discussion
4.1	<b>A Ridge (CRG):</b>  <b>A Johnstone (Aurecon):</b>	Agrees, that Fauntleroy needs to be upgraded.  Will cover more of this in later slides.
4.2	<b>T Whiting (CRG):</b> <b>A Johnstone (Aurecon):</b>	Has a round-a-bout been considered at Fauntleroy? MRWA do favour these. Can test that in the model. However this is not good for pedestrians or cyclists.
4.3	<b>A Ridge (CRG):</b>  <b>A Johnstone (Aurecon):</b>	By 2016 there will be increased traffic into the area, construction of station precinct and increased densities. How will heavy vehicle movements be accommodated?  Dunreath Drive will take most of this traffic.
4.4	<b>S Clarke (CRG):</b>	Commented on Stanton Road and Second Avenue traffic.
4.5	<b>R Foster (CRG):</b> <b>A Johnstone (Aurecon):</b> <b>R Foster (CRG):</b> <b>A Johnstone (Aurecon):</b>	Where will buses come in to access the train station? Down Fauntleroy, GEH and Stanton Road.  How will vehicles reach the car park (Park n Ride)  Fauntleroy, Stanton and Dunreath. Modelling has been done to work out what is the quickest way to get to the airport. From the south, using the new Dunreath intersection there will be a 2 minute saving. From the north the time will be the same. There will be no advantage to cut through the DA6 area as there will be no time saving.
4.6	<b>A Johnstone (Aurecon):</b>  <b>A Ridge (CRG):</b>	No plans to connect Central to GEH, but possibly in the future once DA6 is fully developed, this may be looked at.  Central Avenue will be a high density area in the future and provide access to the Park n Ride. Raised traffic concerns.
4.7	<b>R Foster (CRG):</b>	Commented on the reinstatement of the traffic grid.
4.8	<b>L Broadhurst (MRWA):</b>	This is a Development Area. There are things which we want to do, but also things we need to do. There have been plans previously endorsed by WAPC and City of Belmont.
4.9	<b>J Hammah (CoB):</b>	This is a visioning exercise. We know there will be a train station, we don't know everything yet; it is a work in progress. We will take on comments, consider how to get connectivity and avoid rat running. Antony will be working on it. This is not the final plan. The previous vision plan is not set in stone. That is the purpose of the CRG, to give

Ref	Speaker	Discussion
		feedback. However we can't create a scenario where everyone is happy.
4.10	<b>M Elkington (CRG):</b>	Raised a query regarding Fauntleroy Avenue. Once the train station is open, queried whether this will be used for bus access. It is a single lane road, and the road coming out of Skippers is very busy, so when doing the traffic modelling, consider the traffic out of Skippers.

## ACTION ITEMS

- Antony to test the traffic impacts of a round-a-bout at the Fauntleroy GEH intersection.
- Antony to consider impacts from Skippers traffic.

## 5.0 DA6 PUBLIC TRANSPORT INTEGRATION

Karen Hyde from Taylor Burrell Barnett gave a presentation

- Outlined design principles to guide overall redevelopment of DA6
- Highlighted the key elements within the Movement network and opportunities to link to surrounding neighbourhoods and the Airport employment hub
- Highlighted the key elements within the proposed public realm in terms of street character, public open space, community meeting places and opportunities for different levels of activity
- Described the general emphasis in future land uses and built form
- Identified potential for community facilities and community projects
- Described the station location, bus interchange and preliminary thoughts for the layout of development and land use mix around the station
- Briefly described the overall drainage management issues and options, supplemented by Louise Round and Murray Ralph

### Discussion

Ref	Speaker	Discussion
5.1	<b>A Ridge (CRG):</b> <b>K Hyde (TBB)</b>  <b>A Ridge (CRG):</b> <b>J Hammah (CoB):</b>  <b>A Ridge (CRG):</b> <b>K Hyde (TBB):</b>	<p>Current coding around train station, could this allow for mixed uses?</p> <p>Yes, this will encourage mixed uses, and provide for different uses at different times of the day. Can do this through zones, Activity Centre Coding, Development Area plans. Community will get further input regarding this.</p> <p>Who will approve that?</p> <p>Similar to The Springs which is a special development precinct in Rivervale, DA6 will have a structure plan and design guidelines developed.</p> <p>At what time will zonings be decided?</p> <p>In the lead up to the train station opening.</p>
5.2	<b>G Homsany (CRG):</b>	How will R-Coding be equitable for those around DA6?

	<p><b>K Hyde (TBB):</b></p> <p><b>G Finn (DOP):</b></p> <p><b>K Hyde (TBB):</b></p> <p><b>G Homsany (CRG):</b></p> <p><b>J Hammah (CoB):</b></p>	<p>There is some state owned land, and opportunities for the private sector to redevelop. When examples of development occur, landowners may consider trying it themselves. Developers may approach landowners directly and try to bundle sites together to develop.</p> <p>Ultimately there will be different zoning on different parts of land. The plan is not to try and benefit one piece of land over the other. Try and get the best planning outcome.</p> <p>Further feedback can be put forward at the Community Open Day.</p> <p>There are currently 'caveats' on the land, and owners cannot develop. Owners have been sitting on land.</p> <p>The existing codings are R20. The area has been identified as a redevelopment precinct. Whatever comes out of it, the benefit in the long run will be you will be given redevelopment opportunities.</p>
5.3	<p><b>R Foster (CRG):</b></p> <p><b>K Hyde (TBB):</b></p>	<p>There is so much traffic around the train station. How can this be made walkable and suitable for bikes? Seems more dominated by cars. There is more open space currently, than what is provided in the vision plan. People use these areas to walk dogs.</p> <p>The usable open space will be greater. Can make the area walkable by road design, proposed slow speeds, meandering road layout and different surfaces. This will discourage vehicles from making that route.</p>
5.4	<p><b>A Ridge (CRG):</b></p> <p><b>K Hyde (TBB):</b></p>	<p>When will decisions on zonings be decided?</p> <p>Before the train station opens. Within 12-18 months it is estimated.</p>
5.5	<p><b>M Elkington (CRG):</b></p> <p><b>R Seman (PTA):</b></p>	<p>Has the train station location been decided?</p> <p>Yes, as close to PAPL land as possible.</p>
5.6	<p><b>K Hyde (TBB):</b></p> <p><b>M Elkington (CRG):</b></p> <p><b>R Seman (PTA):</b></p> <p><b>C MacRae (Chair):</b></p> <p><b>K Hyde (TBB):</b></p>	<p>Between now and 6 months small details can be decided.</p> <p>Has the Park and Ride been decided?</p> <p>There are limited opportunities as to where this can go. Don't want to put in residential or State land to hinder development.</p> <p>At the last CRG meeting, the point was raised as to whether the Park n Ride could be moved. Has this been decided now?</p> <p>People need to be close enough to the train station to allow for walk, and not park in residential areas.</p>

5.7	<p><b>H Allison (CRG):</b></p> <p><b>K Hyde (TBB):</b></p> <p><b>R Seman (PTA):</b></p>	<p>The shape of the Park n Ride has changed shape. There have been previous comments that no native vegetation will be taken out. The plan shows a band of trees that exist in the northern part of the area will be affected. Are there opportunities to solve this? Also, understood there will be tree buffers between parking and residential areas.</p> <p>Can have a look at this matter.</p> <p>The PTA is mandated to provide 500 bays within a walkable distance. The preferred starting position is not to knock down trees if possible.</p>
5.8	<p><b>A Machlin (CRG):</b></p> <p><b>K Hyde (TBB):</b></p> <p><b>A Machlin (CRG):</b></p> <p><b>K Hyde (TBB):</b></p>	<p>Has there been consideration into what roads will be used for Park n Ride patrons and buses?</p> <p>Antony has dealt with. Refer to plan.</p> <p>Will the access be through Redcliffe residential area?</p> <p>The design of roads will be done to discourage access through the residential area.</p>

**Emilie Hethey left the meeting at 8:22pm and did not return**

#### **ACTION ITEMS**

- TBB/PTA to ensure tree buffers between Park n Ride and residential properties shown on future plans

#### **6.0 BREARLEY AVENUE DEVELOPMENT OPTIONS**

Karen Hyde explained the current and proposed drainage situation, including the proposal for a living stream. PAPL need to ensure water quality is good for stormwater. What is proposed will rationalise the existing stormwater arrangement.

Below drainage information has been provided by BG&E Drainage consultant Michael Vujcich. This was presented to the group by Karen Hyde and Louise Round.

- The current alignment for the Perth Airport Southern Main Drain follows Dunreath Drive until just south of Snook Road, where it deviates across towards the Central Avenue cul-de-sac, around the back of the four existing properties before running parallel to Brearley Avenue from Dunreath Drive down to Great Eastern Highway.
- At the western boundary of the Perth Airport Estate with City of Belmont land, the Southern Main Drain is under the jurisdiction of the Water Corporation, with an easement created through to the Swan River.
- As part of Perth Airport's commercial redevelopment, the Southern Main Drain is to be relocated along the Tonkin Hwy reserve until reaching the western limits of the estate, where it will terminate at a large lake / basin.
- The realigned Southern Main Drain is set to take on the more environmentally friendly form of a Living Stream
- The purpose of the lake / basin at the downstream terminus of the Living Stream is to provide sufficient storage to attenuate all remaining peak flows (i.e. those not attenuated further upstream) prior to the Living Stream discharging back into the Water Corporation

section of drain. The size of the lake / basin has yet to be established and will take into consideration proposed developments draining to it.

- Depending on the outcome of services investigations the main drain could run down Boulder Avenue or up Second Street and down Central Avenue. Just how far east these run on new alignments will depend on the final configuration of DA6.
- The realigned Southern Main Drain outside of the Airport estate will in many cases need to be piped either due to its location under roads or in other parts to permit the maximum amount of usable land.
- However the Southern Main Drain cannot be completely piped through to the Great Eastern Highway. The existing culvert under the Highway is undersized and will not be upgraded in the foreseeable future. As such larger storm events tend to back up the system along Brearley Avenue. The existing open drain provides some relief for this surcharging that piping would not necessarily be able to replicate.
- Proposed public open space within DA6 is likely to be the most practicable area for future relief points, either via new sections of open drain or a suitable landscaped compensating basin that should be dual use (i.e. accessible to the public as a recreation area similar to other locations in the Metro area).
- The configuration of new piped sections of main drain has not yet been established and will require more thorough investigation.

## **Discussion**

<b>Ref</b>	<b>Speaker</b>	<b>Discussion</b>
<b>6.1</b>	<b>H Allison (CRG):</b>	Is there a plan for the redesign?
	<b>K Hyde (TBB):</b>	The drainage consultant will investigate and provide.
<b>6.2</b>	<b>R Foster (CRG):</b>	There is a hill (increase in ground level) as you get closer to Tonkin. Has this been considered?
	<b>K Hyde (TBB):</b>	This needs to be remodelled and looked at.
<b>6.3</b>	<b>H Allison (CRG):</b>	Raised concerns about drainage. The area is low lying, soils are clay, high water table and more hard surfaces will be created.
	<b>K Hyde (TBB):</b>	Individual lots need to handle their own drainage on site. As this is a redevelopment, there are opportunities for each lot to now handle their drainage better. New standards can be looked at. 3
	<b>H Allison (CRG):</b>	Will the Coolgardie Avenue drainage system be upgraded?
	<b>M Ralph (CoB):</b>	There is an opportunity to get a piped system to connect, however this must be a large enough capacity. This is also linked to the urban design of the area, which we need input on. We want to make sure we have capacity for what will be created.
<b>6.4</b>	<b>L Round (PTA)</b>	There will be some piped drainage. There are constraints though, as must leave parts of the southern drain as an open drain. Water Corporation needs some land where



		they can retain water in a major storm event. PTA are talking with PAPL, City of Belmont and Water Corporation to develop an overall strategy.
6.5	<b>H Allison (CRG):</b> <b>L Round (PTA):</b>  <b>H Allison (CRG):</b>  <b>L Round (PTA):</b>	Do PAPL have plans for that area? They will be redirecting the main drain as part of their master plan.  Will the drain go underground somewhere?  Yes, in sections. At some point before it goes under GEH it must come up and be an open drain.
6.6	<b>S Clarke (CRG):</b>  <b>M Ralph (CoB):</b>	There is a drain currently runs down the side of her property.  Understands that the area will be defunct and not needed. Points to area. Explains current drain and proposed drain. From station towards GEH, on the Brearley alignment it will be piped, before coming up to a section of open drain before GEH (possibly around First Avenue).
6.7	<b>S Clarke (CRG):</b>  <b>R Seman (PTA):</b>	Asked about the area east of the train station location. There are existing native trees. This is a beautiful area which people use and go for walks.  Should be assumed that this area will be redeveloped at some future time. PAPL Master Plan would have shown this. PAPL could confirm this.
6.8	<b>G Homsany (CRG):</b> <b>M Ralph (CoB):</b>  <b>G Homsany (CRG):</b>  <b>M Ralph (CoB):</b>	Confirms what Murray said. From First Avenue to GEH, not know how the open drain will be integrated. Stated there is a restriction where the drain goes under GEH.  Commented on the present open area on the Brearley Avenue alignment. What will the environmental impact of the changes be? Have studies been completed?  Existing trees that exist and any green area that exists, the design needs to consider these to get a good result.
6.9	<b>C MacRae (Chair):</b>  <b>A Johnston (Aurecon):</b>	Is the CRG ok with the information provided on the internal road connectivity? This plan will be shown at the Community open day.  The important thing is timing and to look at the ultimate situation when redevelopment has occurred and Qantas moved.
6.10	<b>A Ridge (CRG):</b>  <b>A Johnston (Aurecon):</b>	Issue with airport traffic coming through to Park n Ride, and competing with cars. Don't want to hold up cars also.  Acknowledged the good question. Crossing one direction of traffic, some form of treatment is needed. Different paving and flush kerbs for example. This is to be raised

		further.
6.11	<p><b>T Whiting (CRG):</b></p> <p><b>A Johnston (Aurecon):</b></p> <p><b>R Seman (PTA):</b></p> <p><b>T Whiting (CRG):</b></p> <p><b>R Seman (PTA):</b></p>	<p>Is the Park n Ride going to be located where shown?</p> <p>Yes, Ray did comment on that previously.</p> <p>An important issue for the car parking area is the walkable distance from the train station.</p> <p>Location to the north of station considered?</p> <p>This area will be developed at some point in the future. Important to remember this is Commonwealth land and PAPL wish to keep their options open for future development.</p>
6.12	<p><b>M Elkington (CRG):</b></p> <p><b>C MacRae (Chair):</b></p> <p><b>M Elkington (CRG):</b></p> <p><b>K Hyde (TBB):</b></p>	<p>Were any of the issues that were raised by community members at the last meeting even considered? What was the point of the discussions last meeting since there does not seem to be any consideration made of any of the points raised</p> <p>CRG has put forward concerns, alternatives have been examined, and the same decisions have been confirmed.</p> <p>A Ridge raised a new option to access the Park n Ride at the last meeting. Why was that not considered?</p> <p>Did not attend the meeting, but knows of the option (access off Tonkin into the Park n Ride area, bypassing the residential area). This option was investigated and proved to be very costly.</p>
6.13	<p><b>G Homsany (CRG):</b></p> <p><b>R Seman (PTA):</b></p>	<p>Can we look at Thomas suggestion to utilise the northern area for car park?</p> <p>Have discussed a range of options with PAPL. They will have the final say, as we need their land.</p>
6.14	<p><b>R Foster (CRG):</b></p> <p><b>C MacRae (Chair):</b></p>	<p>Lighting is currently very bright. With the proposed train station it will be even brighter.</p> <p>That issue can be considered at a later date. Is there anything further to discuss as part of this agenda or previous?</p>
6.15	<p><b>T Whiting (CRG):</b></p> <p><b>K Hyde (TBB):</b></p> <p><b>T Whiting (CRG):</b></p> <p><b>C MacRae (Chair):</b></p> <p><b>G Homsany (CRG):</b></p>	<p>Are we being listened to?</p> <p>Assured the group that the messages are being heard.</p> <p>Fears that things are getting missed. There are different people at this meeting than last.</p> <p>Has anything been missed tonight?</p> <p>Thanks the members, but says we haven't been listened to.</p>

<b>6.16</b>	<b>H Allison (CRG):</b>	Regarding integration, and how the people come into the train station area. Will they have access from Belmont area to the train station? If this is a Transit Oriented Development, how it is accessed is a fundamental part of the design.
	<b>C MacRae (Chair):</b>	The existing Stanton Road bridge over Tonkin Highway will be used for movements.
	<b>K Hyde (TBB):</b>	Every street has footpaths, on both sides in most cases. Through the airport land there are major cycle routes coming in. Crossing phases at GEH have been discussed with MRWA, to provide access to the Swan River and Garvey Park. Airport shuttle bus bay can transport passengers to airport. There is a potential to link Brearley Ave green spine to the station.
	<b>C MacRae (Chair):</b> <b>M Ralph (CoB):</b>	Is the exiting Stanton Road pedestrian links to be upgraded for cycles? Not at the moment. Regarding entering the Airport, will need to liaise with PAPL to see how they will be addressing internal speeds. Appreciates the need to improve traffic efficiency, but not to sacrifice pedestrian safety or routes.
<b>6.17</b>	<b>R Foster (CRG):</b>	Stated that DA7, 8 and 9 have no connectivity to the train station.
	<b>C MacRae (Chair):</b>	This is outside the subject area.
<b>6.18</b>	<b>A Machlin (CRG):</b>	Suggests MRWA has another look as to why they have to close Brearley. If they confirm it is to occur, then consider alternatives to retain access to the precinct.
<b>6.19</b>	<b>M Elkington (CRG):</b>	Who will pay for the Brearley upgrade and any parks created?
	<b>J Hammah (CoB):</b>	That is further down the track. It is not known. Need to look at an implementation plan.

## **ACTION ITEMS**

- D Pettit (CoB) to provide copy of drainage plan
- PAPL to confirm development plans for the area east of train station on PAPL land, and impact on native trees.

## **7.0 NEXT STAGES**

The Chair gave a run down on the Community Open Day. Dean Pettit from City of Belmont provided an overview on how the advertising for the event was undertaken.

The Chair raised the suggestion that any requests for action which are discussed in the meeting are reflected in the minutes.

Ref	Speaker	Discussion
7.1	<b>H Allison (CRG):</b>	Queried the title of the next CRG meeting which is 'Review and reflection.' What will be discussed?
	<b>J Hammah (CoB):</b>	This is in response to what comes up and is outstanding and will include feedback from the community open day. The titles of the meeting are just indicative, and may be reviewed if appropriate.
7.2	<b>C MacRae (Chair):</b>	Asked whether the outcomes of the open day will have the information collated.
	<b>J Hammah (CoB):</b>	Yes, some form of report will be done and visuals shown.
	<b>C MacRae (Chair):</b>	Will this group have access to that information?
	<b>J Hammah (CoB):</b>	Yes.
7.3	<b>C MacRae (Chair):</b>	Asked whether the 2031 traffic model will be finished by the next meeting.
	<b>A Johnston (Aurecon):</b>	Yes, will be completed and ready.

#### **ACTION ITEM**

- A Johnstone (Aurecon) to finish 2031 traffic model before next CRG meeting.

**Meeting closed at 9:11pm**

# COMMUNITY REFERENCE GROUP MEETING MINUTES

HELD IN THE FUNCTION ROOM OF THE CITY OF BELMONT CIVIC CENTRE,  
215 WRIGHT STREET, CLOVERDALE  
**MONDAY, 19 MARCH 2015, COMMENCING AT 6:00PM.**

## **ATTENDANCE & APOLOGIES**

### **Attendance:**

Corrine Macrae – Chairperson  
Neville Deague – City of Belmont  
Jarrod Ross – City of Belmont  
Dean Pettit – City of Belmont  
Murray Ralph – City of Belmont  
Glen Finn – Department of Planning  
Dave Thomas – Public Transport Authority  
Jamie Mullins – Public Transport Authority  
Elizabeth Jones – Public Transport Authority  
Ian Barker – Perth Airport Pty Ltd  
Monika Anderson – Perth Airport Pty Ltd  
Karen Hyde – Taylor Burrell Barnett  
Antony Johnstone – Aurecon

### **Community Reference Group Members**

Amanda Ridge  
Amos Machlin  
Bella Scharfenstein  
Emilie Hethey  
George Homsany  
Helen Allison  
Richard Foster (Proxy for Margaret Elkington)  
Seleana Powell – departed 7:34pm  
Stephanie Clarke  
Susan McLaren  
Thomas Whiting

### **Apologies:**

Juliette Hammah – City of Belmont  
Louise Round – Public Transport Authority  
Ben De Marchi – Taylor Burrell Barnett  
Michael Vujcich – BG&E  
Lindsay Broadhurst – Main Roads WA  
Sarah Bellow – Community Reference Group  
Margaret Elkington – Community Reference Group

## **Abbreviations**

Chair	Chairperson (i.e. Corrine MacRae)
COB	City of Belmont
CRG	Community Reference Group
DA6	Development Area 6
DOP	Department of Planning
GEH	Great Eastern Highway
MRWA	Main Roads WA
PAPL	Perth Airport Pty Ltd
PTA	Public Transport Authority
TBB	Taylor Burrell Barnett

## 1.0 INTRODUCTION

Ref	Speaker	Discussion
1.1	C MacRae (Chair):	Noted Juliette Hammah is an apology. Asked whether there were any further comments on the Minutes from the last meeting. There were not, and the Minutes were adopted. Introduced Neville Deague, Director Community & Statutory Services for the City of Belmont.

## 2.0 COMMUNITY OPEN DAY FEEDBACK

Jarrold Ross from City of Belmont provided a summary of the DA6 Community Open Day held 7 March 2015 at Redcliffe Primary School.

- Project Steering Group considered that the Community Open Day was reasonably successful.
- Approximately 150 local community members and interested persons attended to discuss the project, ask questions and provide feedback.
- Feedback forms were distributed to attendees with a request to return completed forms to the City of Belmont.
- All information, including feedback forms and boards, are now available on the City's website.
- The City has requested feedback forms be returned by Monday 23<sup>rd</sup> March.
- Feedback received will be collated into a Feedback Summary Report which will be provided to community members via the City's website.
- Key questions that came out of the open day were:
  - When is **Brearley Avenue closing** and how will traffic be managed?
  - When are you **rezoning our properties** and why cant this be done immediately?
  - When and how will the **train station** be delivered?
  - How do we continue to **keep informed** on the project?
  - Specific questions relating to individual properties and **development potential**.
- Project officers responded to each of the questions, and noted that more information will be made available via the City's website and non-web based communication.

Ref	Speaker	Discussion
2.1	S Clarke (CRG)	Event went very well. Councillors and others expressed themselves well.
2.2	S McLaren (CRG)	Concurred with Stephanie's comment.
2.3	G Homsany (CRG)	Good display. Although I think a lot of people who went there are not aware of the finer points, and were only looking at presentations. Need to

		consider the feedback received from the community.
<b>2.4</b>	H Alison (CRG)	Went well. There was an opportunity to speak one on one with Officer, give further ideas, which will hopefully be taken on board. The devils in the detail. Posters only give an impression of the project.
<b>2.5</b>	A Machlin (CRG)	Was disappointed he couldn't get there.

### **3.0 PRESENTATIONS BY CRG MEMBERS**

Helen Allison, George Homsany, Richard Foster and Bella Scharfenstein each gave presentations. Matters covered included:

#### **H Alison (CRG) presentation:**

- Apparent lack of coordination in planning between DA6 and adjacent districts for example:
  - The Swan River is acknowledged as a key recreational feature but no provision has been made for pedestrian and cyclist to cross Great Eastern Highway.
  - No account in traffic modelling made for residents in Ascot crossing Great Eastern Highway to get to the Train station and peak traffic times.
  - In the current design there is no integration in the design for how pedestrians arriving by train will walk to their work places.
- Excluding the bushland and wetland areas within Perth Airport, minimal natural vegetation remains within the City of Belmont- less than 2% of the original extent.
- Every attempt should be made to retain and rehabilitate the small remnants that remain. All large trees are important and should be retained if possible.
- Southern Main Drain. Consideration to the creation of a designed wetland, to enhance biodiversity values and act as a compensating basin, in DA6 would be a great idea - as opposed to the straight line drain it currently is.

#### **Discussion:**

<b>Ref</b>	<b>Speaker</b>	<b>Discussion</b>
<b>3.1</b>	<b>R Foster (CRG)</b>	Commented on the closure of Brearley Avenue. Traffic in the area currently now is horrific. Need to upgrade GEH first, before closing Brearley.

#### **George Homsany (CRG) presentation:**

- The concept proposal to design a large enough roundabout at the GEH intersection @ Brealey Ave to ease traffic congestion, which is possible due to the large area available adjacent to the proposed roundabout as depicted in the slide. The concept also depicted closing off the south side carriageway of Brealey Ave, leaving the north



side of Brealey Ave open modifying it to a 2 way street and realigning it to GEH to create a safer entry & intersection point into the roundabout. The advantages were to allow local residents to gain safe access and egress from that area & for others to access the train station and the greater part of Belmont. The concept of the total closure of Brealey Ave may reduce traffic congestion marginally on GEH in the future but the south bound traffic off Tonkin that filters onto GEH will still need traffic lights therefore I & others within the CRG do not understand what will be achieved with the closure of Brealey.

- The train station location, in regards to Northing and Easting positioning, should be as close as possible to the roundabout at Dunreath Rd with the advantages being less distance for commuters to walk to the airport terminals as well as minimising the impact of its location on the residence's and the current area availability. The proposed station foot print is too large and should be reduced to a modest size with the proposed alternative concept presented consisting of a North & South wing connected with an outdoor alfresco area that are elevated above both sides of Brealey Ave which are to remain open adjacent to the Brearley Ave & Dunreath Rd Roundabout. The advantages of this proposal is the creation of a covered area for drop offs and pickups, low impact to the area due to it being on structural columns, minimum vegetation and tree removal as they will be incorporated within the alfresco area. The closure of the south side of Brealey Ave from GEH to Second St creates an area on the open section of road from Dunreath Rd to Second St with a no through Rd for a Station car park. A small 3 way roundabout should be installed at the intersection of Second St and Brealey Ave allowing a smooth & safe traffic flow for residents and people from the greater part of Belmont to access the future infrastructures.
- The current proposed area designated for the Station car park requires the total removal of the few remaining endemic trees and vegetation in the Belmont area. As presented on the slide showing the existing car parks, there is so much area already allocated to existing car parks in close proximity to the proposed station location, the recommendation is to approach the Corporate Bodies who manage these car park facilities and create an agreement so those underutilised car park areas can be used for commuters using the train service. If a agreement can be made then the proposed Station car park wouldn't be required & the current car parks can continue to be utilised ensuring a sustainable income for the corporations who manage these facilities which will then ensure the preservation of the ecology of the area.
- The existing wet land area and open drainage system adjacent to the proposed station location should be preserved and enhanced with the reintroduction of endemic native flora and native trees which will in turn will encourage the return of endemic marsupials and birds within this area. The advantages of this being the recreation of a once thriving ecosystem which will provide a natural environment for people to enjoy and children to learn & can be driven by the local community inviting school children to help plant out, design and enhance.

### **Richard Foster (CRG) presentation:**

#### The size constraints of Development Area 6

- The Vision Plan proposes too much vehicle traffic flow through such a small area. (up to 2,500 vehicle movements/day, just for the Train/Bus Station)

#### The Community Open Day

- Ref: Board 11A and its propositions: these will have a negative impact on Redcliffe DA6 and the SAFETY of residents entering their suburb. The closure of Brearley Avenue will direct local traffic to enter via Coolgardie Avenue traffic lights where there is no right hand turn.

#### Reinstating the road grid and traffic flow management

- There is a logical argument for Brearley Avenue to remain open with simple modifications made to the Great Eastern Highway intersection.
- There is evidence that impact on Redcliffe DA6 has not been thought through by the traffic movement consultants. The safety issues of having the Coolgardie Avenue intersection as the ONLY access point off GEH to the suburb have been ignored and argued against without acknowledging this will create a traffic hazard.

#### The Train/Bus Station - Critique of the Design as Presented in the Vision

- The station footprint is too large and is disproportionate to the size of the DA6 area.
- The Vision's design for traffic to flow around the train station will create a gridlock.
- Vehicle/pedestrian/bicycle traffic to be 'interwoven' at the train station will create a nexus of conflict.
- There is no allowance for parking for a shopping precinct.
- The proposed Station is surrounded by 'busy' roads. Unless underpasses or overpasses are provided, this will create a hazard for Pedestrian/bicycle users who have been ignored in the design.
- No exit to Dunreath provided for vehicles that have entered the train station precinct from Dunreath. Traffic will have to exit via Coolgardie, Boulder, Central and Bulong through the suburb further reducing the chance of a pedestrian/bicycle friendly 'village' atmosphere and creating an internal 'rat run' of traffic movement.

#### The Timeline for the different phases of Development Area 6

- The upgrade of Great Eastern Highway from Tonkin Hwy to the GEH Bypass is crucial to accommodate the increased traffic being directed into and out of the DA6 area (to access the train station) and cope with an exponential increase in residents from 300 to 3000.
- MRWA plans to upgrade GEH, is unfunded until at least 2035.
- Why is it unfunded when it is a major component of a major transport orientated development?
- Concern raised that the Gateway Project starts/finishes at GEH.
- One lane entrance off GEH from the City to Tonkin Hwy and Gateway Project, which WILL carry the MOST traffic to the Airport from the City - Brearley Avenue had 2 lanes to access ONLY the Domestic Terminal.
- Congestion on GEH area and safety.

Community Involvement (that is listened to) before 'boards 'concepts are presented to the general public.

- There is no evidence that the ideas/recommendations of the community have been adopted or even acknowledged. The consultation process needs to be shown to be meaningful, but the adoption of the resident's proposals.

Ref	Speaker	Discussion
3.2	A Machlin (CRG)	<p>Made a number of comments which included:</p> <ul style="list-style-type: none"> <li>• Brearley Avenue is the main link for residents and business people in the area</li> <li>• If the road was closed, traffic would filter through to the quiet streets, which would be disturbing to those residents.</li> <li>• MRWA's main reason for the closure is the traffic signal at the intersection (Brearley/GEH/Tonkin) delays traffic on GEH. How about other streets that feed off GEH? Epsom, Moreing etc. Will they too be closed one day?</li> <li>• A key issue is the traffic signals on GEH are not linked. This should be the first priority of MRWA. Believes MRWA are negligent to this area, and need to solve GEH first.</li> <li>• Not until all other options are exhausted, should the closure of Brearley Avenue be considered.</li> <li>• States the CRG should oppose Brearley closure.</li> </ul>
3.3	E Hethey (CRG)	<p>Made a number of comments on the presentations which included:</p> <ul style="list-style-type: none"> <li>• In the DA6 workshops held in 2013, people wanted to retain the public open space. This was done in adopted vision plan.</li> <li>• This open space has now been removed in the CRG options presented.</li> <li>• 30,000 jobs by 2029 will be located in the area. That's why the station is located where it has been proposed</li> <li>• There are currently about 600 residents. If there will be 30,000 people visiting the area in the future, we shouldn't make it easier for them to get through the area. The CRG slides presented don't show how we will address this.</li> <li>• If you take the traffic lights away at GEH/Brearley, and include a round-a-bout, this will cause issues.</li> </ul>

<b>3.4</b>	<b>R Foster (CRG)</b>	Reinforced points Amos made. Also commented that Bulong is proposed to be a major road out of the area.
<b>3.5</b>	<b>E Hethey (CRG)</b>  <b>J Ross (CoB)</b>  <b>C MacRae (Chair)</b>	<p>Previously advised cul-de-sacs were going to remain closed onto GEH.</p> <p>These will stay closed until QANTAS leaves, then will be reviewed to see whether there is an opportunity and benefit to opening them as left in / left out.</p> <p>Confirmed Jarrod's point, and stated modelling will be done to consider whether opening the cul-de-sacs is justified at that point.</p>
<b>3.6</b>	<b>G Homsany (CRG)</b>  <b>E Hethey (CRG)</b>	<p>Responded to Emilie's comments and stated that there are ways to control large vehicles. Companies can control employee traffic routes.</p> <p>Closing Brearley Avenue will offset the future increase in vehicles that will use the area</p>

#### **B Scharfenstein (CRG) presentation:**

- The current planning framework, at a Residential (R20) zoning remains in effect and single storey residences have been approved and continue to be constructed in the area. Yet, this seems to contradict the objectives of the Vision Plan and creates confusion. We understand that until the next stage of DA6 is implemented existing regulations must remain in effect, however, continuing to let residents labour under a misapprehension runs the risk of meeting with resistance and protest when the land assembly process is initiated, despite the (an unsubstantiated promise) of realising handsome returns on their properties through rezoning.
- The Stakeholders need to provide all residents a clear written explanation of the objectives of DA6 in relation to the transformation of the area with a uniform high density multi storey residences, clearly indicating that existing residents will be required to either amalgamate blocks with neighbours and redevelop their properties themselves to specific and rigorous design guidelines or relinquish their land to developers.
- Specifically inform the residents :
  - Of the anticipated time frames in relation to construction of new high density housing in the area.
  - How long residents can expect to remain living in their existing residences after their properties have been rezoned.
  - How the land assembly process will unfold.
  - As to whether Council or WAPC will facilitate introduction of residents to potential developers, and how this will occur.
- Protect residents from bearing the higher council rates because of the rezoning.

- Incentivize, positively not punitively: offers for resident's land needs to be sufficient to encourage them to leave.

Have a series of formal meetings with residents on the above, include representatives from the development industry.

The best possible outcome – to have a smooth and expeditious transition to realise the DA6 Vision - would be achieved by eliciting the complete and informed cooperation of the residents and that can only occur with their full comprehension of what will be expected of them.

Ref	Speaker	Discussion
3.7	T Whiting (CRG)  R Foster (CRG)	If Brearley Avenue closes at First Street, everyone will have access to their property. People need access to the residential area  Agrees. People won't need access to the airport
3.8	S Clarke (CRG)  E Hethey (CRG)	Stated she will be collating photos of the orchids on the airport land, and writing a report on the impact to the area. She will submit to CoB and PAPL.  Has many photos which may assist Stephanie.
3.9	A Ridge (CRG)	Questioned the open space and green space shown on the slides at the Community Open Day. The extent needed was not shown. This should be considered now.  Regarding the staging of the project, stage one shows two areas, but one is a little area which would be well used as a wetland. This should be reconsidered.  Also, as the residential development will not have any/much of backyard, there is a real need for well sized usable open spaces.
3.10	E Hethey (CRG)	Raised a number of questions and made comments which included: <ul style="list-style-type: none"> <li>• Will Dunreath Drive and Tonkin Highway lights remain?</li> <li>• Will there be a cloverleaf intersection at Leach Highway and Horrie Miller Drive?</li> <li>• Will Boulder Avenue open into Dunreath Drive (Susan also queries this)?</li> <li>• Compensating basins to wetlands. 75% has already been lost from the Swan Coastal Plain. Retaining wetlands in the area is crucial. Get local indigenous plants into the design. Get difference in species which are unique to the</li> </ul>

		<p>area. Revegetate those areas that will be lost with local species.</p> <ul style="list-style-type: none"> <li>• Rooftop gardens should be considered, to add more green space. This will cool the area down.</li> <li>• Consider forming a community group to facilitate the change in DA6. There are only 315 residences in the area, so the group could door knock and speak to community members. Emilie stated she would be happy to be involved in this process.</li> </ul>
<b>3.11</b>	<b>S McLaren (CRG)</b>	<p>Commented on the 'movement street characteristics' slides at the Community Open Day. There was an annotation that said there was a possibility Boulder Avenue would extend into the airport land. Queried where this came from. Concerned that this will be used as a rat-run.</p>

**Seleana Powell departed the meeting at 7:34pm and did not return**

<b>3.12</b>	<b>H Alison (CRG)</b>	<p>Pedestrian and environmental are her main concerns. Stated that Ascot is about 800-900m from the proposed train station. What consideration has been given to how those people west of GEH will access the station? Has an under or over pass been considered?</p>
<b>3.13</b>	<b>B Scharfenstein (CRG)</b>  <b>J Ross (CoB)</b>	<p>How will the queries raised in this meeting be addressed?</p> <p>Some the group can discuss now, others will take away the information presented and provide a response afterwards.</p> <p>Jarrold also responded to Bella's presentation and made a number of comments, including:</p> <ul style="list-style-type: none"> <li>• Agrees the community won't understand all aspects of the project, as urban redevelopment is very complex and it is difficult to fully understand the mechanics.</li> <li>• All steering group members are available at all times to speak with any community member about any issue regarding the project. If there are questions from community members, we will answer them.</li> <li>• The Steering Group, however, is not a decision making body, and we must clarify that our opinions are recommendations are just that – they are not final decisions. Council and the WAPC will make the final decision based on the information before them.</li> <li>• The timing of works and rezoning are two elements that the steering group are not able to</li> </ul>

	<p><b>B Scharfenstein (CRG)</b></p> <p><b>G Finn (DoP)</b></p> <p><b>B Scharfenstein (CRG)</b></p> <p><b>J Ross (CoB)</b></p> <p><b>G Finn (DoP)</b></p> <p><b>C MacRae (Chair)</b></p> <p><b>B Scharfenstein (CRG)</b></p> <p><b>J Ross (CoB)</b></p>	<p>confirm, as they require a decision of the Council and the WAPC. We can give indicative timeframes based on our experience, but cannot give definitive timeframes.</p> <p>Appreciates Jarrod's comments – agrees that one-on-one consultation as Emilie suggested would be great. The WAPC should take this on board</p> <p>Acknowledges the request. Whenever new information is available it will be provided. There are decisions that have been made (Brearley Avenue closing by MRWA). It was clear at the Open Day, people want to understand what is happening to them specifically. Reiterated when more information is available it will be provided.</p> <p>Could another timeframe, when it is produced, be made available?</p> <p>Yes, we will look to provide indicative timeframes to community members.</p> <p>This is an ongoing process. This is still an early stage. There are many more steps after this. Throughout this process there will be more opportunities for community feedback to be provided.</p> <p>There are complications of the planning system. It needs to be made clear what, and how it happens.</p> <p>Queried whether a chart outlining the steps and milestones could be provided.</p> <p>CoB will work to provide this over the next two weeks.</p>
3.13	<b>G Homsany (CRG)</b>	<p>Why not do a trial period of the closure of Brearley Avenue? See how people respond and use the area after closure. Do the research first before committing to closing it.</p>
3.14	<p><b>C MacRae (Chair)</b></p> <p><b>A Johnstone (Aurecon)</b></p> <p><b>K Hyde (TBB)</b></p> <p><b>C MacRae (Chair)</b></p> <p><b>K Hyde (TBB)</b></p>	<p>Anything pressing project team wishes to answer?</p> <p>No testing has been done regarding the connection of Boulder Avenue to Dunreath Drive.</p> <p>All roads will be subject to further study.</p> <p>It should be made clearer that Boulder Avenue will not connect.</p> <p>In the 2013 DA6 workshops, through-traffic was a major concern raised. Brearley Avenue closure</p>

		released traffic of additional vehicles, and was supported at this time. Also, the green spine to host markets and encourage a public realm was supported. The current work being done is a review to test the 2013 adopted vision plan; test those ideas and values are still consistent.
3.15	<b>C MacRae (Chair)</b>	Can a status update on the station design be provided?
	<b>J Mullins (PTA)</b>	Certain things are decided including the tunnel and vents.
	<b>C MacRae (Chair)</b>	Is there an option to move the station location at all?
	<b>J Mullins (PTA)</b>	Explained the location of station and the reason for its current location.
	<b>G Homsany (CRG)</b>	Does it have to be as big?
	<b>J Mullins (PTA)</b>	Can explain in more detail at a future meeting/stage the finer aspects of the station size.
	<b>H Alison (CRG)</b>	Thought the vision was for an Esplanade type station design. Details on what is on top of the station needs to be provided.
	<b>J Mullins (PTA)</b>	This can be explained at the next meeting.
3.16	<b>C MacRae (Chair)</b>	How will implementation of Brearley closure work?
	<b>J Ross (CoB)</b>	Acknowledges it is a big topic which needs to be worked out in the coming months. As further information becomes available it will be presented to the CRG for feedback.
	<b>G Finn (DoP)</b>	Need to produce a sequencing diagram, so people can get a clear picture of how the project will progress.
3.17	<b>C MacRae (Chair)</b>	Have any of the ideas presented by the CRG in the presentation been considered?
	<b>A Johnstone (Aurecon)</b>	Key issue of Brearley Avenue and GEH is the Tonkin Highway off-ramp. Queuing onto Tonkin needs to be avoided, and there needs to be a control in place. Streamlined signals would not provide much additional overall benefit (e.g. 5% improvement).
	<b>R Foster (CRG)</b>	Provided an example on Kooyong Avenue
	<b>A Johnstone (Aurecon)</b>	The situation is only going to get worse, not better, if it isn't changed.
	<b>D Thomas (PTA)</b>	Commented on CRG's proposal to remove one



	<p><b>T Whiting (CRG)</b></p> <p><b>A Johnstone (Aurecon)</b></p> <p><b>R Foster (CRG)</b></p> <p><b>A Johnstone (Aurecon)</b></p> <p><b>G Finn (DoP)</b></p>	<p>green phase, and how this will not improve the situation.</p> <p>When the train station goes in, traffic will reduce.</p> <p>Responded to Emilie's traffic questions. Also stated that drivers by nature will want to avoid traffic lights, and will use Tonkin as a result.</p> <p>People will use GEH and cut through. It is a shorter distance.</p> <p>May be shorter, but not quicker</p> <p>The community will need to accept that MRWA will close Brearley Avenue. The traffic modelling is compelling in support of this. We need to move beyond this topic</p>
<b>3.18</b>	<p><b>S McLaren (CRG)</b></p> <p><b>J Mullins (PTA)</b></p> <p><b>D Thomas (PTA)</b></p> <p><b>J Ross (CoB)</b></p>	<p>What is the timeframe for Dunreath/Tonkin intersection opening?</p> <p>End of 2016 whole project. Might be staging to open areas.</p> <p>Recommend looking at the Gateway WA website.</p> <p>CoB will send out the link to CRG members.</p>

#### **4.0    NEXT STAGES**

<b>4.1</b>	<p><b>C MacRae (Chair)</b></p> <p><b>A Machlin (CRG)</b></p>	<p>Any further comments?</p> <p>Wants his comments regarding Brearley Avenue on the record.</p>
<b>4.2</b>	<p><b>J Ross (CoB)</b></p> <p><b>C MacRae (Chair)</b></p> <p><b>J Ross (CoB)</b></p> <p><b>K Hyde (TBB)</b></p> <p><b>E Hethey (CRG)</b></p> <p><b>J Ross (CoB)</b></p>	<p>Next CRG meeting is scheduled for 20 April. No agenda has been set yet, but there may be more arising from the information coming out of this meeting. There will be more information on the Open Day and some on implementation of the vision plan. If any members have more suggestions please send them through.</p> <p>Will there be an updated vision plan available?</p> <p>Don't believe so. Information on implementation and possible staging.</p> <p>Planning processes information also to be provided.</p> <p>Will environmental built form considerations be included as a component of the Vision Plan?</p> <p>That is more detailed then the vision plan will go</p>

	<b>H Alison (CRG)</b> <b>J Ross (CoB)</b>	into. That consideration would be incorporated into design guidelines once produced (a future step).  Could it be included as an overall principle?  Yes.
<b>4.3</b>	<b>C MacRae (Chair)</b>  <b>J Ross (CoB)</b>	Can the CRG presentation material be placed onto the CoB website?   Could each presenter please forward a dot point summary to Dean for recording in the Minutes document.

**Meeting closed 8:15pm**

**ACTION ITEMS:**

CoB to follow up to obtain copy of CRG presentation to upload onto CoB website.

# COMMUNITY REFERENCE GROUP MEETING NOTES

HELD IN THE FUNCTION ROOM OF THE CITY OF BELMONT CIVIC CENTRE,  
215 WRIGHT STREET, CLOVERDALE  
**MONDAY, 20 APRIL 2015, COMMENCING AT 6:00PM.**

## **ATTENDANCE & APOLOGIES**

### **Attendance:**

Corrine MacRae – Chairperson  
Neville Deague – City of Belmont  
Juliette Hammah – City of Belmont  
Jarrod Ross – City of Belmont  
Dean Pettit – City of Belmont  
Murray Ralph – City of Belmont  
Glen Finn – Department of Planning  
Jamie Mullins – Public Transport Authority  
Elizabeth Jones – Public Transport Authority  
Louise Round – Public Transport Authority  
Ian Barker – Perth Airport Pty Ltd  
Monika Anderson – Perth Airport Pty Ltd  
Ben De Marchi – Taylor Burrell Barnett  
Karen Hyde – Taylor Burrell Barnett

### **Community Reference Group Members**

Amos Machlin  
Emilie Hethey  
George Homsany  
Helen Allison  
Sarah Bellow  
Stephanie Clarke  
Susan McLaren

### **Apologies:**

Michael Vujcich – BG&E  
Antony Johnstone – Aurecon  
Dave Thomas – Public Transport Authority  
Lindsay Broadhurst – Main Roads WA  
Margaret Elkington – Community Reference Group  
Seleana Powell – Community Reference Group  
Bella Scharfenstein – Community Reference Group  
Thomas Whiting – Community Reference Group  
Amanda Ridge – Community Reference Group

## **Abbreviations**

Chair	Chairperson (i.e. Corrine MacRae)
COB	City of Belmont
CRG	Community Reference Group
D&C	Design and Construction
DA6	Development Area 6
DOP	Department of Planning
GEH	Great Eastern Highway
PAPL	Perth Airport Pty Ltd
PnR	Park and Ride
PTA	Public Transport Authority
TBB	Taylor Burrell Barnett

## 1.0 INTRODUCTION

Ref	Speaker	Discussion
1.1	C MacRae (Chair):	Chair opened the meeting at 6:03pm. Asked whether there were any comments on the notes from the last CRG meeting held 19 March 2015. No comments were made and the notes were adopted.
1.2	C MacRae (Chair):	Chair asked for any feedback or further questions with respect to the written comment on the CRG's presentations that were provided at the CRG meeting held on 19 <sup>th</sup> March 2015. CRG members advised that they had no further questions or feedback to provide.
1.3	J Ross (CoB)	Thanks to members for their presentations put forward at the last CRG meeting. The vast majority of the comments and suggestions were agreed with and taken on board by the Project Steering Group. When comes time to present to Council, he will provide a summary of the CRG views. He is happy to circulate this to the CRG prior to presenting the report to Council, to ensure views have been represented accurately. Advised members to be aware some points have respectfully been disagreed with, and this will be clearly conveyed to Council.

## 2.0 COMMUNITY OPEN DAY FEEDBACK

Jarrold Ross presented a summary of the Community Open Day:

- Approximately 150-200 persons attended the Community Open Day held on 7<sup>th</sup> March 2015. Of those that attended, 21 persons filled in feedback forms to provide the Project Steering Group with feedback on the proposed redevelopment.
- Feedback was generally positive, and most residents appeared to be excited about the delivery of the rail line and the redevelopment opportunities. Some expressed concern with respect to a number of matters, including traffic management, construction impacts and community facilities.
- The majority of respondents were satisfied with the proposed layout and character of the indicative road network and parking location as shown on the detailed plan (65%). Several raised concern with respect to the safety of vehicles using the Coolgardie Avenue / Great Eastern Highway intersection, and others suggested alternative upgrades to Great Eastern Highway. One made the comment that the Park and Ride was too far from the station.
- The majority of respondents were satisfied with the proposal for cycle ways and pedestrian networks as shown on the detailed plan (76%). Some requested additional information or consideration of proposals for upgrades of the Coolgardie / Great Eastern Highway intersection, as this was considered critical for cyclists and pedestrians crossing the highway.

- Respondents primarily identified that they would like to see Cafe/Restaurants, active children's play and passive/leisure spaces within DA6 parks and public spaces. Other suggestions included outdoor entertainment venues, BBQ/Picnic facilities and sporting grounds.
- Respondents primarily identified that they would like to see retail and community uses within the mixed use centre, with many also suggesting residential and office uses would be appropriate. One respondent noted that office uses are already provided within the Perth Airport area.
- Respondents primarily identified that they would like to see open air markets, events/performance space and alfresco food & beverage opportunities within the station place. Additionally several noted that they would like to see a farmers market and child care centre.
- Generally respondents stated that they were pleased with development opportunities as a result of the proposed increased densities, but many were concerned as to how long a rezoning process will take, and what will be involved. Some respondents also considered the indicative R-Coding was unfair, particularly in 'R60' areas along Boulder and Bulong Avenue.
- Respondents are keen to understand the impacts on landscape and ecology as a result of tunnelling and dewatering.
- Respondents are keen to understand drainage impacts and proposals – particularly associated with Coolgardie Ave / Dunreath and the Southern Main Drain.
- Respondents welcomed the potential for better quality open space and facilities such as local dog walking parks, cafes/restaurants in park and around station.
- Some respondents queried what security measures are to be put in place with the area with the introduction of the station and Park n Ride.
- Some respondents questioned why the station is named 'Airport West' as it does not serve an airport function. One respondent suggested a more local name (e.g. Redcliffe Station).
- Respondents were keen to understand how the station construction traffic and works are to be managed and the length of the construction period.
- Respondents welcomed the increased provision of footpaths and cycleways and were also keen to have safer pedestrian/cycle crossings over Great Eastern Highway.
- Some concern was expressed regarding traffic volumes on Second Avenue/Stanton Road once the station is opened.
- Several respondents were concerned over the opening of Bulong Avenue at Great Eastern Highway.
- More information on staging process for road closure/opening.

\*Jamie Mullins arrived 6:10pm

\*Murray Ralph returned to the meeting 6:18pm

\*Ben De Marchi arrived 6:22pm

### Discussion:

Ref	Speaker	Discussion
2.1	S McLaren (CRG)	Raised concern about the proximity of the PnR to the train station. Noted at other stations it is generally closer. The proposed location for Airport West appears slightly outside a comfortable walking distance. Believes this distance would limit the use of the PnR, as people will see it as too far, and therefore might impact the patronage of the station.
	J Ross (CoB)	Noted that the entire park and ride location is within 400m of the station, which is only a 5 minute walk. It is a better use of space in the immediate area of the train station precinct to have development and activation around the station. Creating parking areas immediately adjacent a station provides a very poor urban design outcome, and increases the likelihood of anti-social behaviour.
	S McLaren (CRG)	People are lazy though. They will avoid walking where ever possible.
	J Ross (CoB)	Agrees with the comment on the mindset of people, but notes that it is this mindset that needs to change.
	L Round (PTA)	The last parking space in the proposed PnR layout achieves the desired distance in relation to a walking catchment.
	J Mullins (PTA)	The patrons that park at a station are the lowest priority after the bus, cycle, and pedestrian patrons. We don't want to make the parking area the nearest and best option for using the train, as this undermines the focus on more sustainable transportation options. Passive surveillance of train station area better is served by active land uses.

### 3.0 STATION DESIGN PARAMETRES

Jamie Mullins, Civil Engineer from PTA gave a presentation:

- The presentation covered the engineering requirements for the Forrestfield Airport Link project.
- Conceptual architectural drawings for the current layout were shown, showing both plans and cross sections

- An indicative example of a cross passage was shown. A cross passage is required in case of an emergency in one of the tunnels, it allows people to cross into the other tunnel.
- An outline was given of the construction methodology that PTA is expecting the contractor to use, this included images of different types of tunnel boring machines.
- A typical egress shaft was shown. The shaft allows the evacuation of people from the tunnel in the event of an emergency.

#### Discussion:

Ref	Speaker	Discussion
3.1	G Finn (DoP)	One question that was raised at the last CRG meeting relating to the option to move the train station location – are you able to discuss the constraints to shifting the station?
	J Mullins (PTA)	During construction, contractors can only come into the site via Dunreath Drive. The construction of the station needs additional area at either end of the station opening to stabilise the surrounding land. The size of the station is dictated by the tunnel, and its required depth. Also don't want tunnelling to go underneath houses so Brearley Avenue is the best option. The tunnel is being designed to ultimately accommodate trains travelling 130km/hr.
3.2	J Hammah (CoB)	Can you please explain what D&C is?
	J Mullins (PTA)	Design and Construct. The Contractor may have a new construction methodology, design and so on but the PTA are specifying performance criteria, which limits what the Contractor can and can't do.
	E Jones (PTA)	Notes that there will be one D&C contract for the whole Forrestfield Airport Link project; including all three 3 stations.
3.3	E Hethey (CRG)	Has the station/tunnel construction gone out to tender?
	J Mullins (PTA)	Yes, this will be announced in late April/early May for shortlist of three proponents. After this these three proponents will have 20 weeks to complete a tender design, price. Then all tenders will be assessed, and appointment of the contractor in mid 2016.
3.4	C MacRae (Chair)	If any other questions come up, keep in mind for later meeting or forward them through to the Project Steering Group via Jarrod.
	J Mullins (PTA)	Worth noting that any change in Government



		shouldn't impact the project.
3.5	E Hethey (CRG)	How will de-watering under Brearley avenue affect the water table in the area?
	J Mullins (PTA)	Tunnelling will maintain water balance. It is also very unlikely to impact the root structures of any trees due to the depth of the tunnel.
	A Machlin (CRG)	Will water table be lower after this occurs?
	J Mullins (PTA)	No, it will take a period for the table to stabilise, more around the precinct, but elsewhere it won't be impacted. It will be monitored for some time afterwards.
	A Machlin (CRG)	So this will be quite different to Graham Farmer Freeway?
	J Mullins (PTA)	Yes, absolutely. A different method will be used.
	A Machlin (CRG)	Some years after the Graham Farmer freeway was constructed, it continued to seriously affect property owners.
	J Mullins (PTA)	All steps will be taken to ensure it won't happen here.
	H Allison (CRG)	Are you able to describe the de-watering process.
	J Mullins (PTA)	Has a great diagram which shows this, but doesn't have here to share with the group. Dewatering will only occur for the construction of the station, the tunnel does not require any dewatering. Dewatering spears will be installed, the water is drawn out, treated and then sent to recharge areas. This will be monitored by the environmental consultants. The D&C contractor needs to provide details to the PTA of what they propose.
	H Allison (CRG)	Where will the water go? Will this water increase water table impact elsewhere – particularly around the Coolgardie Avenue area?
	J Mullins (PTA)	Defer this question to Paul Monaghan from PTA. It would be good to have him speak at the next meeting and we will attempt to arrange this.
	H Allison (CRG)	Talks on the potential for issues on the eastern side of the station box shown on PTA slide.
	J Mullins (PTA)	No dewatering required in this area.
	H Allison (CRG)	What material is coming out?

	J Mullins (PTA)	Needs to go through water treatment to ensure quality of water coming out contains no contaminants.
	H Allison (CRG)	Pumps will presumably be used in this area. Will there be an impacts to residents? Noise, water, fumes?
	J Mullins (PTA)	PTA are dictating to the D&C contractor regarding standards of noise, dust, vibration, hours of operation etc. There will be some impacts as it is a construction site, but there are limits. Light spill, site office, storage shed locations will all be managed.
<b>3.6</b>	C MacRae (Chair)	Is an Environmental approval required?
	J Mullins (PTA)	Yes, the EPA referral gone out. First State, then public.
	H Allison (CRG)	What level of referral? Is a Public Environmental Review (PER) required?
	E Jones (PTA)	Will be up on PTA website shortly. We will investigate this and provide an answer.
<b>3.7</b>	A Machlin (CRG)	Can you guarantee the water table won't cause issues?
	J Mullins (PTA)	Cannot do that. It will be managed as best it can. Have tested some private bores in the area to ensure a baseline for some properties. A lot of bores are not registered though, which is why the PTA is doing a bore survey.
<b>3.8</b>	A Machlin (CRG)	Has the tunnel alignment been finalised?
	J Mullins (PTA)	Yes, but only at reference design. Once D&C contract awarded and geology fully understood, it may be tweaked slightly.
	A Machlin (CRG)	Can the CRG get a copy of the current alignment plan?
	E Jones (PTA)	Yes, all available now on the project website. It will also be attached to this meetings notes.
<b>3.9</b>	C MacRae (Chair)	At the next meeting train station construction will be discussed, and this will elaborate on what has been touched on in this meeting.
	J Mullins (PTA)	Will speak with Paul Monaghan regarding presenting at the next CRG meeting.

#### **ACTION ITEMS:**

- PTA to provide copy of tunnel alignment plan for inclusion in the meeting notes.
- PTA to advise on the level of assessment being undertaken by the Environmental Protection Authority.

- PTA to present further information on dewatering at the next meeting

#### **4.0 PUBLIC SPACE AND MOVEMENT NETWORK EXERCISE**

Karen Hyde and Ben De Marchi from TBB facilitated an exercise on public space and place making. Karen explained the exercises and the intent to list ten things which CRG members consider would create great spaces.

*Please see separate summary report of Place Making Outcomes.*

##### **Discussion:**

Ref	Speaker	Discussion
4.1	G Homsany (CRG)	I went to the primary school in this area. In the past children were encouraged to use area. It would be good to bring the school back into the community through designing public spaces (including streets and native vegetation) as educational facilities.
4.2	E Hethey (CRG)	Commented that there are Carnaby cockatoos in the area. There is a need to protect their habitat.
	S Clarke (CRG)	Also sees these birds, which frequent her house.

Karen Hyde and Ben De Marchi from TBB facilitated an exercise on the movement network and the things that would make great streets. Ben explained the exercise and the intent to identify the matters of most concern and greatest desire to the community.

*Please see separate summary report of Place Making Outcomes.*

##### **Discussion:**

Ref	Speaker	Discussion
4.3	G Homsany (CRG)	Commented that the traffic in Fremantle is good, even though the streets are narrow. We should ensure that we do not provide too much parking in DA6, but use the parking as a mechanism to slow down traffic.
	B De Marchi (TBB)	Agrees it is important to provide sufficient parking for residents and locals, but mindful to not provide too much parking such that it is abused by airport traffic or train commuters.
4.4	J Ross (CoB)	Informed the group that community garden locations are currently being investigated by the CoB.

<b>4.5</b>	E Hethey (CRG)	How can cycling be encouraged for this development?
	E Jones (PTA)	TransPerth website states that bikes can be taken on trains, depending on the direction of transport flow.
	E Hethey (CRG)	Which direction would peak traffic be – given that you will have significant flows of traffic in both directions, with both the CBD and the Airport precinct being primary destinations.
	E Jones (PTA)	Patrons going into the CBD in the morning is still considered to be the peak flow.
	E Hethey (CRG)	Is there anything that can be done to get more cycling in conjunction with the train - Leave bike, pick up another.
	G Finn (DoP)	City of Perth are looking at this around Perth Underground and Esplanade stations.
	J Mullins (PTA)	Bike cages are also made available.
	E Hethey (CRG)	How about those that want to keep their bikes for their onward journey?
	J Mullins (PTA)	We will follow up with the Department of Transport to confirm the status of their investigations into 'loan bike' schemes.
<b>4.6</b>	E Hethey (CRG)	With respect to the volume and route of buses - what route are they going to take?
	J Mullins (PTA)	Explains routes for the 37 and 40.
	E Hethey (CRG)	Will they still travel down to the domestic terminal?
	J Mullins (PTA)	In the short term it is anticipated that they will continue to the domestic terminal. In the future depending on how the business park develops, Qantas etc., these routes will be reviewed again to ensure they are meeting patron demands.
<b>4.7</b>	S McLaren (CRG)	How will people from the Kanowna Avenue area get to Midland?
	J Mullins (PTA)	Via central to First and out Coolgardie, or alternatively via central to Dunreath and out Fauntleroy.
<b>4.8</b>	S Clarke (CRG)	It is currently very difficult for the Ascot residents north of GEH to get to Belmont Forum.

	E Hethey (CRG)	Part of this is to encourage those people into the DA6 area to make use of the rail infrastructure.
	H Allison (CRG)	Something will need to be provided for pedestrians crossing Great Eastern Highway. This will likely impact on the signals and the efficiency of traffic movement on Great Eastern Highway.
	S McLaren (CRG)	But this may be addressed with a pedestrian underpass or overpass.
<b>4.9</b>	A Machlin (CRG)	In the review and location of public open space – is it the intention to retain all, or will some open spaces be amalgamated?
	B De Marchi (TBB)	Some spaces are proposed to remain, some are proposed to be developed and some new spaces are proposed to be created.
	H Allison (CRG)	Is it easier to say which spaces are not remaining?
	A Machlin (CRG)	It would be a pity to lose the existing trees around the drainage route.
	C MacRae (Chair)	When will this detail be confirmed?
	B De Marchi (TBB)	Previously at structure plan, but this will be up to the Department of Planning and the City of Belmont.
	J Ross (CoB)	The statutory plan will ultimately be the confirmation of the size, scale and location of public open spaces.
	J Hammah (CoB)	As part of the statutory planning process a proper assessment by a qualified person (arborist) of trees will be undertaken to ensure that wherever possible trees are to be retained. Generally if a developer cannot possibly retain a tree on a site, they will be required to provide something of a similar scale in an alternative location.
	A Machlin (CRG)	I don't want to keep everyone waiting, so will discuss separately with an Officer after the meeting.

## 5.0 **OTHER MATTERS**

The Chair noted the next meeting is on Monday 18 May at 6pm.

### **Discussion:**

Ref	Speaker	Discussion
<b>5.1</b>	J Ross (CoB)	Currently we are proposing that the final meeting will address implementation and construction

	<p>G Homsany (CRG)</p> <p>J Ross (CoB)</p>	<p>staging. Please email through any agenda items that you have, or any questions that you wish to be answered by the Project Steering Group.</p> <p>When minutes out to CRG?</p> <p>We will have a draft available by this Friday.</p>
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**Meeting closed 8:30pm**

# COMMUNITY REFERENCE GROUP MEETING NOTES

HELD IN THE FUNCTION ROOM OF THE CITY OF BELMONT CIVIC CENTRE,  
215 WRIGHT STREET, CLOVERDALE  
**MONDAY, 18 MAY 2015, COMMENCING AT 6:00PM.**

## **ATTENDANCE & APOLOGIES**

### **Attendance:**

Corrine MacRae – Chairperson  
Neville Deague – City of Belmont  
Jarrod Ross – City of Belmont  
Dean Pettit – City of Belmont  
Murray Ralph – City of Belmont  
Lauren Aitken – Department of Planning  
Jamie Mullins – Public Transport Authority  
Elizabeth Jones – Public Transport Authority  
Dave Thomas – Public Transport Authority  
Louise Round – Public Transport Authority  
Ian Barker – Perth Airport Pty Ltd  
Monika Anderson – Perth Airport Pty Ltd  
Karen Hyde – Taylor Burrell Barnett  
Antony Johnstone – Aurecon

### **Community Reference Group Members**

Helen Allison  
Sarah Bellow  
Stephanie Clarke  
Margaret Elkington  
Emilie Hethey  
George Homsany  
Amos Machlin  
Susan McLaren  
Amanda Ridge  
Bella Scharfenstein  
Thomas Whiting  
Richard Foster – Proxy for Seleana Powell

### **Apologies:**

Juliette Hammah – City of Belmont  
Glen Finn – Department of Planning  
Ben De Marchi – Taylor Burrell Barnett  
Michael Vujcich – BG&E  
Seleana Powell – Community Reference Group

## **Abbreviations**

Chair	Chairperson (i.e. Corrine MacRae)
COB	City of Belmont
CRG	Community Reference Group
D&C	Design and Construction
DA6	Development Area 6
DOP	Department of Planning
GEH	Great Eastern Highway
PAPL	Perth Airport Pty Ltd
POS	Public Open Space
PTA	Public Transport Authority
TBB	Taylor Burrell Barnett



## 1.0 INTRODUCTION

Ref	Speaker	Discussion
1.1	C MacRae (Chair)	<p>The Chair opened the meeting at 6:05pm. Noted apologies of Glen Finn (Lauren Aitken in place), Juliette Hammah from CoB, Ben De Marchi from TBB, Michael Vujcich (BG&amp;E Drainage consultant) and Seleana Powell from the CRG (Richard Foster as proxy).</p> <p>Asked whether there were any comments on the notes from the last CRG meeting held 20 April 2015. Moved as an accurate record by Stephanie Clarke, seconded by Susan McLaren.</p>
1.2	C MacRae (Chair)	Chair asked for business arising from the previous meeting.
	H Allison (CRG)	Has emailed Jarrod some queries in relation to the Notes. In relation to Item 3.5, queried the dewatering process, and how the question was deferred to Paul Monaghan from PTA.
	J Ross (CoB)	As part of PTA's future community consultation an information pamphlet will be forwarded to the community.
	J Mullins (PTA)	Community forums to be held in the next few months which will cover environmental issues.
	E Jones (PTA)	Haven't sorted out the format, but will likely be an open forum.
	H Allison (CRG)	Apology from Michael Vujcich. Would he be able to address the dewatering issues?
	D Thomas (PTA)	No, Michael's role is surface drainage.
	J Mullins (PTA)	All dewatering advice will come under Paul Monaghan.
	D Thomas (PTA)	D&C contractor will seek the relevant licences. More detailed information will be available once the contractor is appointed. Making the community aware of this matter is certainly in our minds. The preferred proponent will be appointed in February 2016, and the Forrestfield station will be focussed on first.
	B Scharfenstein (CRG)	Will there be letters sent out to community advising of the works?
	E Jones (PTA)	Have done that before and that will be considered.

	B Scharfenstein (CRG)	Letters would be preferred as some areas don't get the Southern Gazette (newspaper).
	D Thomas (PTA)	There was an emailing list established from the early stages of the project which will also be used.
	B Scharfenstein (CRG)	Yes, although letters are the most reliable, as some people don't have computers.
<b>1.3</b>	A Machlin (CRG)	Concern was raised as to which authority will be responsible if ground water table drops and impacts properties. Who will be accountable for these costs?
	D Thomas (PTA)	PTA is carrying out the work, so we are responsible. PTA are ensuring the D&C contractor carries out pre-condition surveys of houses in the area, and will do post construction surveys for those who want that to occur. Steps/safeguards will be put in place to minimise impact to residents.
<b>1.4</b>	H Allison (CRG)	Queries item 3.6 of the Notes from the last meeting relating to the level of environmental protection assessment.
	J Mullins (PTA)	Paul should have addressed that in his response to the questions.
	D Thomas (PTA)	EPA is assessing the proposal now. Advertised to 25 May. Haven't set a level at this stage. To be assessed with the proponents information.
	H Allison (CRG)	Notes it is a Category A, and is only out for comment for a further one week. If any members want that information she can email it to them. Has been advertised since November 2014.
	J Mullins (PTA)	Checked the information and agrees was advertised from 1 November 2014.
	H Allison (CRG)	Encourages those to put together a submission to EPA. She can assist.
<b>1.5</b>	H Allison (CRG)	Outcomes report (attachment to the Notes from the last CRG meeting). The exercises undertaken asked what people liked to do (i.e. activities), and the aspects of movement and character. The conclusion section in the report used the term "values" however the group was not asked about their values. Why was the word values stated?
	K Hyde (TBB)	A certain judgment was applied to the responses provided by the members. If preferred, it can be removed.
	H Allison (CRG)	If you infer what the values are, they might be misrepresented.

	C MacRae (Chair)	May be best to choose a different word as opposed to “values.”
	H Allison (CRG)	Quoted a part of the report. Not sure if the group made that comment/gave that impression.
	K Hyde (TBB)	Was working off of comments she received at the meeting. Happy to change the report. Asked what the preference is.
	H Allison (CRG)	Puts it to the group.
	S McLaren (CRG)	I thought the values were inherent in what they were saying during the exercises. Not unhappy about the use of the term.
	C MacRae (Chair)	Karen, perhaps can put a suggestion forward.
	K Hyde (TBB)	If drawing conclusions is the issue, we can just state facts.
	B Scharfenstein (CRG)	Half the CRG members weren't there so it is difficult to discuss. Would like to discuss what people's values are.
	C MacRae (Chair)	Asks members who is happy with the word “values” and who is not. Hands were raised for not happy; therefore the word will be removed.
	G Homsany (CRG)	Believes Helen means we don't want our values to be interpreted. It needs to be transparent.
	K Hyde (TBB)	Helen, how would you like to amend the report?
	H Allison (CRG)	End at “technical working group.” This will require some deletion of text.
	K Hyde (TBB)	Will change the report and submit to CoB.
<b>1.6</b>	T Whiting (CRG)	Margaret covered a lot in her questions sent to the Steering Group, and the responses provided. Would like it recorded that his concern relates to safety which has not be adequately covered. Happy with the responses provided recently, and will leave it at that.
	J Ross (CoB)	Some of the presentation will cover this topic in more detail.
	M Elkington (CRG)	Thanks to Jarrod for answering her questions.
	J Ross (CoB)	Apologises for the length of time it took to respond.

## **ACTION ITEMS:**

- TBB to amend Outcomes Report from 20 April 2015 CRG meeting and send to CoB
- CoB to distribute amended report to the CRG.

## **2.0 PLANNING PROCESS – NEXT STAGES**

Jarrold Ross from the City of Belmont outlined the anticipated planning process for the Development Area 6 project:

- Outlined that the planning process is not fixed, and is subject to change as the relevant considerations and approvals are progressed throughout the life of the project.
- Information contained within the presentation is intended to provide the CRG with an understanding of the general process, and should not be relied upon for individual decision making.
- Timeframes are indicative only, and are highly likely to shift as the project progresses.
- Development Area 6 requires a comprehensive planning framework that goes from high level strategic planning through to detailed statutory and policy planning, including:
  - **Vision Plan and Implementation Strategy:** Broad plan outlining key elements;
  - **Detailed Planning Stages:** Road network design; drainage design; utility infrastructure requirements; environmental management; land use planning
  - **Legislative Change & Development Contributions:** Changes to zoning; residential coding; land use permissibility; development standards
  - **Detailed Design Guidelines:** Individual development standards and requirements such as building design and public realm.
- Stage 1 involves the preparation of the Vision Plan and Implementation Strategy – which will be publicly advertised in the second half of 2015 after consideration by Council.
- Stage 2 involves the more detailed planning work for infrastructure requirements, drainage design, land use and development, and will likely occur during 2016.
- Stage 3 involves the preparation of legislative changes and a development contributions plan, and this will likely occur during 2016/2017
- Stage 4 involves the preparation of design guidelines, and this will likely occur during 2016/2017.
- Anticipated that the planning framework will become operational before 2017.
- Substantial redevelopment cannot occur until such time as the planning framework is in place as:
  - **The types of development would not be adequately controlled** – resulting in poor quality outcomes for surrounding neighbours and the streetscape;
  - **Infrastructure is unlikely to be in place** – resulting in sub-standard development;
  - **Development contributions would not be acquired** – resulting in an increased liability on remaining landowners/developers.

**Discussion:**

Ref	Speaker	Discussion
2.1	E Hethey (CRG)	Is there any scope for a different concept for development guidelines? For example, in a recent Adelaide development high sustainability levels were mandatory. Can these be incorporated into guidelines for DA6?
	J Ross (CoB)	Clarified whether the question related to an incentive based system, or a requirement due to a density bonus being applied for.
	E Hethey (CRG)	One which reduces the development footprint.
	J Ross (CoB)	At those detailed planning stages there is that opportunity to include an environmental design requirement.
2.2	M Elkington (CRG)	Will DA6 go to Council in July 2015?
	J Ross (CoB)	It is intended to be presented in July, but that is subject to us being able to finalise a draft vision plan by this time, which is a work in progress.
2.3	R Foster (CRG)	What can be developed now until 2016?
	J Ross (CoB)	What the current Scheme allows for under the Residential R20. The construction of station will begin also.
	J Mullins (PTA)	Wouldn't start tunnelling until early 2017.
	R Foster (CRG)	Coolgardie Avenue upgrades are required, as Brearley Avenue will be closed.
	J Ross (CoB)	The next slides will cover infrastructure
2.4	G Homsany (CRG)	When will the community be able to attend the Council meetings?
	J Ross (CoB)	Believes the City of Belmont Agenda Briefing Forum is held one week prior to the Council meeting. Can confirm dates and email out to the group. There will be an opportunity for members to review the documents being presented.
	C MacRae (Chair)	A timeline showing key events and dates would be beneficial to be created and circulated.
	J Ross (CoB)	Some of the next slide will touch on that.
	L Aitken (DoP)	There are a number of processes the WAPC have to go through, that may impact the City's timelines. The City can only control what they can. The State also has things they need to do.

2.5	A Machlin (CRG)	Raised the recent State Budget. Stated a comment was made it must be cut back. This project could be a casualty.
	D Thomas (PTA)	The rest of the money required for the project was included in last week's budget. There has been no indication from Government at any level the project won't go ahead. PTA is going ahead with their processes.

#### **ACTION ITEMS:**

- CoB to confirm Council meeting dates and forward to the CRG.

### **3.0 CONCEPTUAL DEVELOPMENT STAGING AND IMPLEMENTATION**

Jarrold Ross from the City of Belmont outlined the anticipated planning process for the Development Area 6 project:

- This staging plan is intended to be **indicative only**.
- The project team have provided the current draft staging plan for the **purpose of feedback and input**.
- The staging plan is **subject to change** throughout the project as State and local government approvals, detailed planning, financing and construction occurs.
- Community members should **not rely on the timeframes or works proposed in this presentation** for the purpose of individual development planning.
- Key Project stages:
  - **Stage 1:** Brearley Avenue closure and associated pre-works;
  - **Stage 2:** Public infrastructure delivery and planning implementation;
  - **Stage 3:** Ultimate public and private development.
- **Stage 1 – Brearley Avenue closure and associated pre-works:**
  - Brearley proposed to be closed during 2016 – planning for this closure is underway.
  - Project Steering Group considers the following works are required to facilitate the closure of Brearley:
    - Fauntleroy/GEH intersection requires upgrade to facilitate airport traffic and bus movements;
    - Coolgardie/GEH intersection requires upgrade to facilitate resident movements;
    - New road connection Kanowna and Boulder avenue north of First Avenue needs to be constructed to allow access to Boulder Avenue;
    - Central Avenue requires connection to Dunreath Drive to permit bus movements from Second Street. The construction works will include piping the Southern Main Drain from the Perth Airport boundary, up

Central Avenue to the current intersection of Central Avenue and Brearley Avenue.

- **Stage 2 – Public Infrastructure Delivery and Planning Implementation (2017-2020)**
  - Construction precinct for the 'Airport West' station will be received by contractor, and PTA will construct the station, surrounding piazza, new connection road between Central Avenue and Bulong Avenue and the Park and Ride.
  - Public Open Space likely to be developed in a staged manner, with some temporary infrastructure likely to be installed until such time as the Southern Main Drain realignment is confirmed.
  - Intended to realign the Southern Main Drain into a meandering living stream north of train station precinct – but this is subject to detailed design feasibility.
  - The delivery of the planning framework during this period may allow some development to occur prior to completion of the train station – but this is subject to the timeframes discussed in the planning process presentation.
- **Stage 3 – Additional Roads and Full Development**
  - From 2020 it is anticipated that full development of the area may commence subject to landowner decisions with respect to their property holdings.
  - Road upgrades to manage traffic and improve streetscape would occur on a staged basis.
  - Public space and community facility development would occur as new development progressed.

#### Discussion:

Ref	Speaker	Discussion
3.1	R Foster (CRG)	Regarding the Boulder Ave slide. Confirms the access proposed and states that this will cause a rat-run.
	E Hethey (CRG)	A rat-run would be nothing new. People do it currently when leaving the Airport. Due to the level of parking along Boulder Avenue vehicles can't move through the area fast.
	R Foster (CRG)	Concern was raised about accessing the funeral parlour.
3.2	S Clarke (CRG)	Will Kanowna Avenue be used as a rat- run, to access through the area?
	A Johnstone (Aurecon)	There will be no need for people to do that. When the congestion from Brearley Avenue goes.
	C MacRae (Chair)	Time will tell as to how the traffic eventuates,

		although Antony's point is relevant.
<b>3.3</b>	S McLaren (CRG)	Between Brearley Avenue to Kanowna Avenue, the proposed new road should be a slow zone to deter people from using it for rat-running.
	C MacRae (Chair)	The design for this section of road will need to happen soon. Whose responsibility is that?
	J Ross (CoB)	Still to be determined. It is a project the various agencies are working through.
	J Mullins (PTA)	Working together to find a solution. Funding is required
<b>3.4</b>	B Scharfenstein (CRG)	Questions what the dark green area on the plan is. Is the road proposed in the area suitable for access to the commercial properties?
	J Ross (CoB)	Doesn't know at this stage. The plan is indicative. MRWA do have a strategic access plan for GEH, and will require a public access easement (like a laneway) upon redevelopment.
	B Scharfenstein (CRG)	Will land resumption be required?
	J Ross (CoB)	No. An access easement doesn't take the land. Rather just identifies it for public use as a condition of a development approval.
<b>3.5</b>	A Machlin (CRG)	Why would you close Brearley at GEH? What is the purpose?
	J Ross (CoB)	With respect, the decision has been made by Main Roads and the role of the Project Team is to progress a plan on this basis.
	A Machlin (CRG)	If GEH signals and traffic made more efficient, would not need to close Brearley. This would have cost savings.
	R Foster (CRG)	Can MRWA consider this?
	J Ross (CoB)	I can't speak for Main Roads.
	A Machlin (CRG)	Need to maintain access to the area.
	C MacRae (Chair)	Important to note the closure of Brearley Avenue creates the POS, not the other way around.
	J Ross (CoB)	I understand and appreciate that several CRG members are opposed to the Brearley Avenue closure. At this start of the CRG meetings we identified that there were a number of fixed parameters to the project that we were working within – including the closure of Brearley Avenue and the delivery of a train station. We recognise that



	<p>A Machlin (CRG)</p> <p>J Ross (CoB)</p> <p>B Scharfenstein (CRG)</p> <p>J Ross (CoB)</p>	<p>there is concern with the closure of Brearley Avenue, but the Project Steering Group is not in a position to change the decision. We have been given a task to plan for the closure and the delivery of the station.</p> <p>Has the City raised any objections on the closure of Brearley Avenue?</p> <p>City officers are supportive of the closure of Brearley Avenue provided that suitable access and traffic management measures can be undertaken. Council endorsed the original DA6 Vision Plan, which also included the closure of Brearley Avenue.</p> <p>Can a copy of that slide be made available?</p> <p>Yes. The presentation will be made available.</p>
<b>3.6</b>	<p>M Elkington (CRG)</p> <p>A Johnstone (Aurecon)</p> <p>M Elkington (CRG)</p> <p>A Johnstone (Aurecon)</p>	<p>Is the Fauntleroy Avenue/GEH intersection to be upgraded? At a previous CRG meeting it said it wasn't. Will there be traffic congestion here?</p> <p>Up to 2021 the model indicates the traffic works well (Brearley closed and right turn pocket introduced). By 2031, modelling has been done for two, three-way lanes up to GEH bypass</p> <p>What is stopping the congestion happening?</p> <p>Outlined that the removal of the Brearley Avenue intersection with Great Eastern Highway removed time dedicated to moving in and out of Brearley Avenue, and thus gave more time to vehicles coming off the Tonkin Highway and moving east and west along Great Eastern Highway.</p>
<b>3.7</b>	<p>M Elkington (CRG)</p> <p>J Ross (CoB)</p> <p>M Elkington (CRG)</p> <p>J Ross (CoB)</p>	<p>Queries the new connection road shown on the Central Avenue slide.</p> <p>Intention is to construct Central Avenue to a boulevard standard from Dunreath to Second Street, with the upgrade from Second to First Avenue to be staged.</p> <p>Believes it to be more sensible to implement a grid pattern of local roads if Brearley is removed. Seems like vehicles will be going around in circles.</p> <p>The majority of the plan does reinstate the grid with the exception of Second Avenue (due to the Train Station) and Boulder Avenue (due to the Public Open Space). If you connect Boulder Avenue all the way through you will lose the main POS. Privately owned land to the south restricts shifting the POS in that direction. Reducing the size of the POS would compromise the function of the area.</p>

<b>3.8</b>	M Elkington (CRG)	Commented that the train station design from an access point of view is clumsy.
	J Ross (CoB)	Gave an explanation of the plan showing the train station precinct.
<b>3.9</b>	G Homsany (CRG)	When Brearley Avenue closes Coolgardie Avenue should be upgraded. Doesn't instil confidence when the word "should" is used.
	J Ross (CoB)	Uses the word "should" as ultimately its upgrade is out of the control of the Steering Group, and is subject to works and budgetary approval by the State Government.
	G Homsany (CRG)	Wants the group to recognise the safety issue.
	J Ross (CoB)	Acknowledges safety is the most important issue. There are other issues too which impact Coolgardie Avenue, if good high density development is to be achieved. This includes the need for good access. Therefore there is an economic argument for the road upgrade.
<b>3.9</b>	J Ross (CoB)	Stated that although this is the last organised meeting, CRG members can email members of the Steering Group any time should they have queries.
<b>3.10</b>	T Whiting (CRG)	Asked Jarrod to confirm that when Brearley Avenue closes Coolgardie Avenue will be upgraded.
	J Ross (CoB)	I cannot make a guarantee as I am not a decision maker. The Project Steering Group will recommend that the upgrade occurs, but it is then subject to formal decisions by the State Government.
	T Whiting (CRG)	Where will the traffic go? How will residents get in? There will be more traffic going into the grid. Who will be responsible? Who will we sue? There has to be a duty of care. Stated that a mistake is being made.
	J Ross (CoB)	MRWA is responsible for GEH and Brearley Avenue.
	C MacRae (Chair)	Jarrod will report to Council, that the closure of Brearley Avenue is supported depending on Coolgardie Avenue being upgraded. Councils do have a fair bit of clout in matters such as this.
<b>3.11</b>	S Clarke (CRG)	Regarding Central Avenue, is there a timeline for the construction through to Dunreath Drive?
	J Ross (CoB)	Construction is intended to start in the next 12-18 months, and consultation with affected residents will occur prior to this.
<b>3.12</b>	A Machlin (CRG)	How will the funeral parlour be accessed?

	J Ross (CoB)	U-turn required on GEH at Coolgardie Avenue (if left in / left out onto GEH provided), or would be accessed via the new Kanowna/Boulder connection road.
	A Machlin (CRG)	Seems like a ludicrous access arrangement.
<b>3.13</b>	B Scharfenstein (CRG)	Council previously gave consent for Brearley Avenue closure. If the community wanted to protest the closure of Brearley before Coolgardie Avenue is upgraded, will Council's previous endorsement impede this?
	J Ross (CoB)	No, this vision plan revises the original.
	E Hethey (CRG)	Is there a process that community can go through to give the vision plan more of a voice.
	C MacRae (Chair)	When advertising during the consultation phase (*note, this is the pre-consultation phase), the community will get a further say
	B Scharfenstein (CRG)	Reiterated previous comments that a timeline of events is needed.
<b>3.14</b>	R Foster (CRG)	Queried access options for the eastern end of Central Avenue.
	I Barker (PAPL)	PAPL is building a round-a bout at Central Avenue and Dunreath Drive.
	R Foster (CRG)	Have to fix Coolgardie Avenue safety issues first.
	A Johnstone (Aurecon)	May be surprised by the amount of traffic that is pulled out of the area through the closure of Brearley and the opening of Tonkin/Dunreath interchange.
<b>3.15</b>	A Ridge (CRG)	Do MRWA normally allow u-turns on major roads (e.g. GEH)?
	A Johnstone (Aurecon)	Yes, they can do. This is permitted elsewhere on GEH.
	A Ridge (CRG)	Three lanes on GEH should be pushed for earlier, rather than constructing a u-turn.
	G Homsany (CRG)	Raised a safety concern regarding the u-turn.
	A Johnstone (Aurecon)	Stated that all other traffic signals are red so it protects the vehicle doing a u-turn, and provides for a safe movement.
<b>3.16</b>	A Ridge (CRG)	Currently resurfacing Second Street. Why is this occurring when the road may be removed in the near future as part of these works?
	M Ralph (CoB)	Understands the section of road was showing signs

	A Ridge (CRG)	of wear, and needs to be maintained.  Queried whether it is worthwhile doing this? Possible waste of Rates money.
	M Ralph (CoB)	Acknowledges the fair point made. The train station has been formally confirmed only in the last few months. Unfortunately there is some cross over with works which already have budget approval from last year.
	M Ralph (CoB)	Might be a safety issue, and will look into it.
<b>3.17</b>	A Ridge (CRG)	Concerned the POS areas are not usable or close enough for the increased number of people that will use the area.
	J Ross (CoB)	The larger areas are a 5-10min walk. There are also public areas all around the station
	A Ridge (CRG)	Queried the POS areas close to the station. There needs to be some passive green space.
	K Hyde (TBB)	Stated that there needs to be a balance. Is a good point to have it within walking distances. When it comes down to the detailed design, there needs to be a good component of usable open space.
	A Ridge (CRG)	Does CoB have an aim for POS for high density development?
	K Hyde (TBB)	There are State policies which apply.
	J Ross (CoB)	10% of subdivisible area as per State policy.
	A Ridge (CRG)	What does that include?
	J Ross (CoB)	The area must be "usable."
	L Aitken (DoP)	It does allow for a certain percentage to be drainage areas within the 10%.
	M Elkington (CRG)	Asked whether the 10% refers to the specific area, or the whole of Belmont?
	J Ross (CoB)	Of the subdividable area.
	M Elkington (CRG)	How much is there now? Expected that it would be more currently than what will remain after development.
	J Ross (CoB)	Would have to do a calculation to be able to comment.
<b>3.18</b>	G Homsany (CRG)	Points to the map and concerned the area just south of Brearley which is native trees (Melaleucas) is to be developed for residential.

<b>3.19</b>	M Elkington (CRG)	What would POS percentage in CoB be now? If more than 10%, then why does this area need to provide 10%?
	J Ross (CoB)	The area itself needs to provide it
	L Aitken (DoP)	In a structure plan area, that area must comply with 10%. The POS policy has been in place since 1950.
<b>3.20</b>	R Foster (CRG)	Comment made regarding the 4.2 hectares of existing POS in the area.

#### **ACTION ITEMS:**

- CoB to produce a timeline of events
- CoB to investigate recent/current upgrades to Second Street
- CoB to provide a calculation of existing Public Open Space in the DA6 area

**\*8:10pm Amos Machlin left the meeting and did not return**

#### **4.0 PUBLIC INFRASTRUCTURE EXERCISE**

Karen Hyde from Taylor Burrell Barnett provided a presentation regarding the potential for community gardens to be developed within the DA6 area, inclusive of advice on funding opportunities through community grants.

As the group showed a keen interest in these activities, and the community could start organising these immediately to be undertaken during the initial stages of the Development Area 6 work, it is considered relevant to understand the context and procedures of the public infrastructure activities.

#### **Discussion:**

<b>Ref</b>	<b>Speaker</b>	<b>Discussion</b>
<b>4.1</b>	A Ridge (CRG)	A community garden would not be useful as we live on 700m <sup>2</sup> lots that have enough space for gardens. There are also existing areas that are dog friendly.
	C MacRae (Chair)	Perhaps a community garden is a bit premature to be discussing for the area.
	N Deague (CoB)	There are City Officers who are involved in the identification of community garden areas now.
	A Ridge (CRG)	Believes the exercise would be irrelevant to go through.
	E Hethey (CRG)	Does not believe it is irrelevant. A community garden is a place to share and do things together as a group.
	K Hyde (TBB)	Stated that not all the information is required to be finalised before submitting for the grant application.

	J Ross (CoB)	If preferred, we can circulate the information to the CRG members who can then provide comments should they wish.
	S McLaren (CRG)	Is passionate about a fenced dog park. This can be blended into the area.
	K Hyde (TBB)	Stated that these two topics were raised, following on from those received at the last CRG meeting. Happy to take any comments on board.
	C MacRae (Chair)	Recommends community gardens. They can provide wonderful outcomes for the community. There is a lot of effort in establishing them, but for a lot of reward.

#### **ACTION ITEMS:**

- TBB to forward information regarding proposed group exercise to CRG members. Comments requested.

#### **5.0 ADDITIONAL MATTERS**

The Chair noted that feedback forms have been provided to members to complete. Dean will take notes, but asks members to put in written responses and these will be circulated to Councillors. Each CRG member was given the opportunity to make some comments on the consultation process.

#### **Discussion:**

Ref	Speaker	Discussion
5.1	B Scharfenstein (CRG)	Interesting process. Not sure if things CRG stated along the way have been taken on board. Comments have been made, but not sure where they went. Comments/suggestions were countered with reasons why they can't be done. Is not sure whether the process was inclusive. Hopes it hasn't been a 'tick the box' exercise.
	C MacRae (Chair)	*Hands out sheet to the group, showing an alternative road/traffic design which keeps Brearley Avenue open.  Dean to table this document in the Notes. Asks Bella to email through the document in Word/PDF format.
5.2	T Whiting (CRG)	Up until Margaret's questionnaire was answered, he didn't feel the process was inclusive.
5.3	A Ridge (CRG)	Feels the Steering Group has been freely available.
	B Scharfenstein (CRG)	Comments that Jarrod has been fantastic. Queries how the questions/answers will be incorporated into

	C MacRae (Chair)	the vision plan?  Perhaps something that could be incorporated in a report to Council
<b>5.4</b>	S Bellow (CRG)	Has seen a lot of questions answered and it's been great that the Steering Group has been available.
<b>5.4</b>	H Allison (CRG)	Good experience in many ways. In the initial times though there were some deficiencies (copies of presentations not provided, material can't read), this didn't build trust.
<b>5.5</b>	M Elkington (CRG)	Agrees with Helen. Conflicting information which caused confusion. Did not have all the relevant stakeholders at the initial meeting. Also pointed out that a couple of the members of the Project Steering Group had been on their phones for the majority of the night and it had not be the first time it had been noted.
<b>5.6</b>	E Hethey (CRG)	Closure of Brearley Avenue took a long time to move on from. If that was made clear earlier, the group could have advanced the discussions further and achieved more in the meetings. Is aware of the legal/legislative constraints. The opportunity to be a spokesperson was fantastic. To have the Council listen and consultants work with us on issues was great.
<b>5.7</b>	S McLaren (CRG)	First time on such a group. Made her feel part of the community. Has a lot of respect for Jarrod. It has been a really good experience.
<b>5.8</b>	S Clarke (CRG)	Echoes Emilie and Susan's comments. Thanks to all parties involved for the opportunity to put thoughts forward.
<b>5.9</b>	G Homsany (CRG)	Experienced frustration and disappointment, mainly on the lack of upfront information presented. Hats off to those who presented. Working together for one goal needs to be kept in mind. Continue to be honest and transparent. Trust is the most important thing. Never will agree (infers Brearley Ave closure). Hopes concerns are met for the future, as they are legitimate safety concerns.
<b>5.10</b>	C MacRae (Chair)	Amos has left. Feedback forms will be put on the record.
	J Ross (CoB)	Stated that the forms will not be made publically available.
<b>5.11</b>	C MacRae (Chair)	The Council meeting on 28 July 2015 is a tentative booking at this stage. What will be presented when the item is taken to Council?
	J Ross (CoB)	Request permission to publically advertise the revised vision plan. If Council resolves to, then will publically advertise.
	M Elkington (CRG)	Will the matter go through Council again after that?

	J Ross (CoB)	Yes, with a copy of all the feedback received from the advertising period. Council will then consider the options and endorse. It will depend on the number/content of submissions received.
	C MacRae (Chair)	Then will be forwarded to WAPC to endorse.
5.12	M Anderson (PAPL)	PAPL have a public consultation period also coming up. Notification of this will be made in the newspaper and the PAPL website when scheduled for.
	C MacRae (Chair)	Reminds members about the environmental assessment which is out for comment.
	H Allison (CRG)	If people want to forward comments to her they can, but also encourages individuals to lodge own submission.
5.13	J Ross (CoB)	The City is looking to facilitate the developer presentation as suggested by Bella. The timing of any future presentation is being carefully considered. Will keep CRG informed.
5.14	M Elkington (CRG)	Before the item is taken to Council for final adoption, will more information be sent out?
	J Ross (CoB)	Yes, more advertising will take place.
5.15	C MacRae (Chair)	<p>Made some reflection comments on the process. A train station is a huge investment in an existing residential area in Perth.</p> <p>Brearley Avenue changes are significant.</p> <p>Credit to the group to seeing the process through. There are many further steps; this is just the beginning. More opportunities to get into the detail.</p> <p>Those that have attended have come together because they care for the community.</p>

#### **ACTION ITEMS:**

- B Scharfenstein to forward CoB a copy of handout provided to the group.
- CoB to include CRG feedback in report to Council.

**Meeting closed 8.46pm.**