

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	H Allison (CRG): J Ross (CoB):	When do you anticipate the next group meetings to occur? Upcoming meetings are proposed on Monday 16 th February, Monday 20 th April and Monday 18 th May, but are subject to availability.
2.2	B Scharfenstein (CRG): Response (CoB):	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 connectively 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	H Allison (CRG): J Ross (CoB):	Is CRG able to get copies of plans shown in the presentation, with roads and ideas? 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.
3.2	H Allison (CRG): J Ross (CoB):	It is difficult to give a considered opinion without looking more in depth at the plans. 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.

Ref	Speaker	Discussion
3.3	<p>H Allison (CRG):</p> <p>C Macrae (Chair):</p> <p>J Ross (CoB):</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>S McLaren (CRG):</p> <p>C Macrae (Chair):</p> <p>B De Marchi (TBB):</p> <p>S McLaren (CRG):</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 Scharfenstein (CRG):</p> <p>J Ross (CoB):</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>A Machlin (CRG):</p> <p>A Johnstone (Aurecon):</p> <p>A Machlin (CRG):</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
	A Johnstone (Aurecon): J Mullins (PTA): D Thomas (PTA):	<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	M Elkington (CRG):	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	T Whiting (CRG):	Agrees that closure of Brearley Avenue will impact access into the train station.
3.9	B Scharfenstein (CRG): B De Marchi (TBB):	<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	A Machlin (CRG):	This will be used for rat-running
3.11	A Johnstone (Aurecon):	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	A Ridge (CRG):	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 De Marchi (TBB):	The option of retaining Brearley Avenue was considered in the original Community meetings prior to the preparation of the 2013 Vision Plan.
3.14	C Macrae (Chair):	I think the group really needs clarification from Main Roads WA on this matter.
3.15	S McLaren (CRG):	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	G Homsany (CRG):	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	<p>M Elkington (CRG):</p> <p>J Mullins (PTA):</p> <p>I Barker (PAPL):</p> <p>J Mullins (PTA):</p> <p>C Macrae (Chair):</p>	<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 Scharfenstein (CRG):	Suggested if the table behind her (Ian, Elizabeth and Murray) table could sit in with the group at the next meeting.
3.19	C Macrae (Chair):	The project steering group are looking for feedback on bus connectivity – we should perhaps shift the discussion to respond to this.
3.20	<p>H Allison (CRG):</p> <p>I Barker (PAPL):</p> <p>B De Marchi (TBB):</p> <p>I Barker (PAPL):</p>	<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	<p>M Ralph (CoB):</p> <p>C Macrae (Chair):</p>	<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>

Ref	Speaker	Discussion
3.22	H Allison (CRG):	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	E Hethey (CRG):	Agreed that the drain should not just be functional, but should be an asset to the community.
3.24	B De Marchi (TBB):	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	G Homsany (CRG): B De Marchi (TBB):	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	A Ridge (CRG): A Johnstone (Aurecon): B De Marchi (TBB): D Thomas (PTA):	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	S Powell (CRG): B De Marchi (TBB):	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

Ref	Speaker	Discussion
4.1	<p>A Ridge (CRG):</p> <p>A Johnstone (Aurecon):</p> <p>J Mullins (PTA):</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>
4.2	<p>G Homsany (CRG):</p> <p>D Thomas (PTA):</p> <p>G Homsany (CRG):</p> <p>A Johnstone (Aurecon):</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>
4.3	<p>E Hethey (CRG):</p> <p>A Johnstone (Aurecon):</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>
4.4	<p>H Allison (CRG):</p> <p>D Thomas (PTA):</p> <p>H Allison (CRG):</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>

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	<p>J Mullins (PTA):</p> <p>H Allison (CRG):</p> <p>B De Marchi (TBB):</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>H Allison (CRG):</p> <p>S Clarke (CRG):</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>H Allison (CRG):</p> <p>J Ross (CoB):</p> <p>H Allison (CRG):</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>M Elkington (CRG):</p> <p>A Johnstone (Aurecon):</p> <p>J Mullins (PTA):</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>T Whiting (CRG):</p> <p>A Johnstone (Aurecon):</p> <p>I Barker (PAPL):</p> <p>T Whiting (CRG):</p> <p>I Barker (PAPL):</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
		<p>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.</p>
4.9	S McLaren (CRG):	<p>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.</p>
4.10	<p>E Hethey (CRG):</p> <p>D Thomas (PTA):</p>	<p>40,000 vehicles a day currently use Brearley Avenue and GEH. Where are they going to go?</p> <p>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.</p>
4.11	<p>B Scharfenstein (CRG):</p> <p>D Thomas (PTA):</p> <p>B Scharfenstein (CRG):</p> <p>E Hethey (CRG):</p> <p>B Scharfenstein (CRG):</p> <p>D Thomas (PTA):</p> <p>B Scharfenstein (CRG):</p> <p>D Thomas (PTA):</p> <p>B Scharfenstein</p>	<p>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?</p> <p>As of right vehicles can use these roads and it can't be restricted.</p> <p>This is what is causing congestion. Is there another route they can take?</p> <p>A lot come from Kalamunda road and onto the Bypass.</p> <p>Is Roe highway an option?</p> <p>Some do use Roe Highway. People will generally use what they perceive to be the quickest route.</p> <p>I was told that the Great Eastern Highway upgrade east of Tonkin Highway won't occur.</p> <p>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.</p> <p>Congestion on Great Eastern Highway will continue to be</p>

Ref	Speaker	Discussion
	<p>(CRG):</p> <p>E Hethey (CRG):</p> <p>B Scharfenstein (CRG):</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>H Allison (CRG):</p> <p>Various:</p> <p>H Allison (CRG):</p> <p>S Clarke (CRG):</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>A Machlin (CRG):</p> <p>A Johnstone (Aurecon):</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>T Whiting (CRG):</p> <p>A Johnstone (Aurecon):</p> <p>D Thomas (PTA):</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>M Elkington (CRG):</p> <p>B De Marchi (TBB):</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
	M Elkington (CRG): E Hethey (CRG): M Elkington (CRG):	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.
4.16	C Macrae (Chair):	Triggers for road works needs to be fleshed out.
4.17	G Homsany (CRG):	Wherever possible we should consider green belts and buffers rather than barren, concrete walls.

5.0 NEXT STAGES

Ref	Speaker	Discussion
5.1	J Ross (CoB): C Macrae (Chair): J Ross (CoB): Group: C Macrae (Chair): J Ross (CRG):	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