

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	G Homsany (CRG): C MacRae (Chair): T Whiting (CRG): C MacRae (Chair): G Homsany & H Allison (CRG):	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	C MacRae (Chair): All: C MacRae (Chair)	Any dissention to adopting the Minutes. None Minutes adopted.
1.3	C MacRae (Chair):	M Anderson from PAPL will be leaving the meeting at 7:15pm.
1.4	C MacRae (Chair):	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	H Allison (CRG): M Anderson (PAPL):	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	R Foster (CRG): M Anderson (PAPL):	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	E Hethey (CRG): M Anderson (PAPL): E Hethey (CRG): M Anderson (PAPL):	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	R Foster (CRG): M Anderson (PAPL):	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	G Homsany (CRG): M Anderson (PAPL):	Queried what the blue section on the plan represents. The area is for non-aviation land uses
2.6	T Whiting (CRG): M Anderson (PAPL):	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	A Ridge (CRG):	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	A Machlin (CRG): C MacRae (Chair):	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	M Elkington (CRG):	Why is Brearley Avenue being closed?
	L Broadhurst (MRWA):	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.
	M Elkington (CRG):	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	C MacRae (Chair):	What would the repercussions be if Brearley was not closed?
	L Broadhurst	Intersection is already causing major queuing delays. Traffic will only get worse. Closing Brearley will allow for

Ref	Speaker	Discussion
	(MRWA):	better traffic performance at the Tonkin GEH on-ramp and GEH.
3.3	M Elkington (CRG): L Broadhurst (MRWA):	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.
3.4	A Machlin (CRG): L Broadhurst (MRWA):	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.
3.5	T Whiting (CRG): A Johnstone (Aurecon): T Whiting (CRG):	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 Fautleroy Avenue traffic issue.
3.6	C MacRae (Chair): L Broadhurst (MRWA):	Asked whether MRWA has a staging process for these works. Referred to the presentation slides.
3.7	T Whiting (CRG): L Broadhurst (MRWA): A Johnstone (Aurecon):	When Brearley is closed, where does the traffic go? Referred the question to A Johnstone. Coolgardie Avenue, or up to Stanton Road.

Ref	Speaker	Discussion
3.8	S Clarke (CRG): C MacRae (Chair):	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	R Foster (CRG): L Broadhurst (MRWA):	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	G Homsany (CRG): L Broadhurst (MRWA): G Homsany (CRG):	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	A Ridge (CRG): A Johnstone (Aurecon): L Broadhurst (MRWA):	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	M Elkington (CRG): L Broadhurst (MRWA): M Elkington (CRG): L Broadhurst (MRWA): M Elkington (CRG): L Broadhurst (MRWA): M Elkington (CRG):	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
	L Broadhurst (MRWA):	Reasons for the closure have been provided. Future plans show it to be closed.
	M Elkington (CRG):	Queried why these meetings are held.
	C MacRae (Chair):	As was stated in the previous meeting, we knew the closure of Brearley was planned, we requested Lindsay from MRWA to provide the reasons.
	M Elkington (CRG):	When was it decided to close Brearley?
	L Broadhurst (MRWA):	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.
	A Machlin (CRG):	Whose authority was it to close Brearley?
	L Broadhurst (MRWA):	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, Fautleroy, 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 Fautleroy 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	A Ridge (CRG): A Johnstone (Aurecon):	Agrees, that Fauntleroy needs to be upgraded. Will cover more of this in later slides.
4.2	T Whiting (CRG): A Johnstone (Aurecon):	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	A Ridge (CRG): A Johnstone (Aurecon):	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	S Clarke (CRG):	Commented on Stanton Road and Second Avenue traffic.
4.5	R Foster (CRG): A Johnstone (Aurecon): R Foster (CRG): A Johnstone (Aurecon):	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	A Johnstone (Aurecon): A Ridge (CRG):	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	R Foster (CRG):	Commented on the reinstatement of the traffic grid.
4.8	L Broadhurst (MRWA):	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	J Hammah (CoB):	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	M Elkington (CRG):	Raised a query regarding Fautleroy 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 Fautleroy 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	A Ridge (CRG): K Hyde (TBB) A Ridge (CRG): J Hammah (CoB): A Ridge (CRG): K Hyde (TBB):	Current coding around train station, could this allow for mixed uses? 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. Who will approve that? Similar to The Springs which is a special development precinct in Rivervale, DA6 will have a structure plan and design guidelines developed. At what time will zonings be decided? In the lead up to the train station opening.
5.2	G Homsany (CRG):	How will R-Coding be equitable for those around DA6?

	<p>K Hyde (TBB):</p> <p>G Finn (DOP):</p> <p>K Hyde (TBB):</p> <p>G Homsany (CRG):</p> <p>J Hammah (CoB):</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>R Foster (CRG):</p> <p>K Hyde (TBB):</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>A Ridge (CRG):</p> <p>K Hyde (TBB):</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>M Elkington (CRG):</p> <p>R Seman (PTA):</p>	<p>Has the train station location been decided?</p> <p>Yes, as close to PAPL land as possible.</p>
5.6	<p>K Hyde (TBB):</p> <p>M Elkington (CRG):</p> <p>R Seman (PTA):</p> <p>C MacRae (Chair):</p> <p>K Hyde (TBB):</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>H Allison (CRG):</p> <p>K Hyde (TBB):</p> <p>R Seman (PTA):</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>A Machlin (CRG):</p> <p>K Hyde (TBB):</p> <p>A Machlin (CRG):</p> <p>K Hyde (TBB):</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

Ref	Speaker	Discussion
6.1	H Allison (CRG): K Hyde (TBB):	Is there a plan for the redesign? The drainage consultant will investigate and provide.
6.2	R Foster (CRG): K Hyde (TBB):	There is a hill (increase in ground level) as you get closer to Tonkin. Has this been considered? This needs to be remodelled and looked at.
6.3	H Allison (CRG): K Hyde (TBB): H Allison (CRG): M Ralph (CoB):	Raised concerns about drainage. The area is low lying, soils are clay, high water table and more hard surfaces will be created. 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 Will the Coolgardie Avenue drainage system be upgraded? 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.
6.4	L Round (PTA)	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	<p>H Allison (CRG):</p> <p>L Round (PTA):</p> <p>H Allison (CRG):</p> <p>L Round (PTA):</p>	<p>Do PAPL have plans for that area?</p> <p>They will be redirecting the main drain as part of their master plan.</p> <p>Will the drain go underground somewhere?</p> <p>Yes, in sections. At some point before it goes under GEH it must come up and be an open drain.</p>
6.6	<p>S Clarke (CRG):</p> <p>M Ralph (CoB):</p>	<p>There is a drain currently runs down the side of her property.</p> <p>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).</p>
6.7	<p>S Clarke (CRG):</p> <p>R Seman (PTA):</p>	<p>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.</p> <p>Should be assumed that this area will be redeveloped at some future time. PAPL Master Plan would have shown this. PAPL could confirm this.</p>
6.8	<p>G Homsany (CRG):</p> <p>M Ralph (CoB):</p> <p>G Homsany (CRG):</p> <p>M Ralph (CoB):</p>	<p>Confirms what Murray said.</p> <p>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.</p> <p>Commented on the present open area on the Brearley Avenue alignment. What will the environmental impact of the changes be? Have studies been completed?</p> <p>Existing trees that exist and any green area that exists, the design needs to consider these to get a good result.</p>
6.9	<p>C MacRae (Chair):</p> <p>A Johnston (Aurecon):</p>	<p>Is the CRG ok with the information provided on the internal road connectivity? This plan will be shown at the Community open day.</p> <p>The important thing is timing and to look at the ultimate situation when redevelopment has occurred and Qantas moved.</p>
6.10	<p>A Ridge (CRG):</p> <p>A Johnston (Aurecon):</p>	<p>Issue with airport traffic coming through to Park n Ride, and competing with cars. Don't want to hold up cars also.</p> <p>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</p>

		further.
6.11	<p>T Whiting (CRG):</p> <p>A Johnston (Aurecon):</p> <p>R Seman (PTA):</p> <p>T Whiting (CRG):</p> <p>R Seman (PTA):</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>M Elkington (CRG):</p> <p>C MacRae (Chair):</p> <p>M Elkington (CRG):</p> <p>K Hyde (TBB):</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>G Homsany (CRG):</p> <p>R Seman (PTA):</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>R Foster (CRG):</p> <p>C MacRae (Chair):</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>T Whiting (CRG):</p> <p>K Hyde (TBB):</p> <p>T Whiting (CRG):</p> <p>C MacRae (Chair):</p> <p>G Homsany (CRG):</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>

6.16	H Allison (CRG):	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.
	C MacRae (Chair):	The existing Stanton Road bridge over Tonkin Highway will be used for movements.
	K Hyde (TBB):	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.
	C MacRae (Chair):	Is the exiting Stanton Road pedestrian links to be upgraded for cycles?
	M Ralph (CoB):	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.
6.17	R Foster (CRG):	Stated that DA7, 8 and 9 have no connectivity to the train station.
	C MacRae (Chair):	This is outside the subject area.
6.18	A Machlin (CRG):	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.
6.19	M Elkington (CRG):	Who will pay for the Brearley upgrade and any parks created?
	J Hammah (CoB):	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	H Allison (CRG): J Hammah (CoB):	Queried the title of the next CRG meeting which is 'Review and reflection.' What will be discussed? 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	C MacRae (Chair): J Hammah (CoB): C MacRae (Chair): J Hammah (CoB):	Asked whether the outcomes of the open day will have the information collated. Yes, some form of report will be done and visuals shown. Will this group have access to that information? Yes.
7.3	C MacRae (Chair): A Johnston (Aurecon):	Asked whether the 2031 traffic model will be finished by the next meeting. 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