

# 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)  J Mullins (PTA)	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?  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)  J Mullins (PTA)  E Jones (PTA)	Can you please explain what D&C is?  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.  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)  J Mullins (PTA)	Has the station/tunnel construction gone out to tender?  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)  J Mullins (PTA)	If any other questions come up, keep in mind for later meeting or forward them through to the Project Steering Group via Jarrod.  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) S Clarke (CRG)	Commented that there are Carnaby cockatoos in the area. There is a need to protect their habitat.  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)  B De Marchi (TBB)	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.  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:**

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

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