Bayswater Station Upgrade Community Advisory Group

Meeting: One
Date: Monday 29 April 2019
Time: 6 PM – 7.40 PM
Location: Bayswater Community Centre (27 King William Street, Bayswater)

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>Damien Hassan (DH)</td>
<td>Resident</td>
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<tr>
<td>Michael Cornwall (MC)</td>
<td>Resident</td>
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<tr>
<td>Clare Chamberlain (CC)</td>
<td>Resident</td>
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<td>Julie Osyka (JO)</td>
<td>Resident</td>
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<td>Georgia Kennedy (GK)</td>
<td>Resident</td>
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<td>Ben Dellar (BD)</td>
<td>Resident</td>
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<td>Jarrad Oakley (JOa)</td>
<td>Resident</td>
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<tr>
<td>David Lee (DL)</td>
<td>Baysie Rollers</td>
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<td>Angie Mather (AM)</td>
<td>Bayswater Deserves Better</td>
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<td>Kevin Kidd (KK)</td>
<td>Future Bayswater</td>
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<td>Greg Da Rui (GDR)</td>
<td>Bayswater Village Retailers Trade Association</td>
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<tr>
<td>Alix Bray (AB)</td>
<td>City of Bayswater, Coordinator Strategic Planning</td>
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<tr>
<td>Natasha Guerinoni (NG)</td>
<td>METRONET, Communications and Engagement Manager</td>
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<tr>
<td>Jonathan Shuker (JS)</td>
<td>PTA, Project Manager</td>
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<tr>
<td>Whitney Williamson (WW)</td>
<td>PTA, Project Communications Officer</td>
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<td>Sam Terlick (ST)</td>
<td>PTA, Administration Support Officer</td>
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Apologies

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<th>Name</th>
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<tr>
<td>Kathryn Day (KD)</td>
<td>PTA, Project Delivery Manager</td>
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<tr>
<td>Lynn Deering (LD)</td>
<td>Bayswater Historical Society</td>
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<td>Action</td>
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<tr>
<td>Confirm opportunity for public comment on the proposed Planning Control Area (PCA).</td>
<td>NG</td>
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<tr>
<td>Share draft Bayswater Parking Management Plan when available for public comment.</td>
<td>AB</td>
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<tr>
<td>Provide traffic modelling update for local road network, based on the road layout change.</td>
<td>JS</td>
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**Description**

**Welcome (slide one to four)**

WW: Welcomed new Community Advisory Group (CAG) for the design development and construction phase of the Bayswater Station Upgrade.

All: Agreed to terms of reference, for minutes to be shared online and for names to be attributed to comments.

All: Confirmed no conflict of interests to declare.

WW: A METRONET Bayswater Station Upgrade community group has been created for project specific updates and construction impacts. Join here: [https://www.facebook.com/groups/bayswaterstationupgrade/](https://www.facebook.com/groups/bayswaterstationupgrade/)

**Your expectations of this group? (slide five)**

MC: The CAG be advised of any constraints on what they can influence.

GDR: Requests that the livelihood of local businesses is considered during construction and the final design supports businesses in the future.

JO: Expectation that the quality of life now experienced, particularly in regard to safety and walking around at night on the Coode Street side of the station, is not negatively impacted by the upgrade. Requests transparency within this group.

AM: Concerned about the construction impacts on local businesses, particularly in regard to access (vehicle and pedestrian).

GK: Understands major parts of the design are set, but wants to contribute and influence what is left to ensure a final station that is usable for the community.

BD: Honesty and transparency on what the CAG can and cannot influence.

DH: Is vehicle access part of the project scope?

JS: Yes. The project is impacting an area which changes road network. We are conducting additional traffic modelling to understand what that impact is. If the modelling shows negative impacts to roads outside the immediate area we’ll then need to work with other parties to develop a solution.

JOa: Would like an opportunity to review documents as design progresses, such as the Request for Proposal currently out to tender.

AM: Is there definitely going to be a Planning Control Area (PCA) for the Bayswater area?

NG: It’s 99 per cent likely that a PCA will go ahead. It is currently with the Minister for approval and is likely to be approved in the next few weeks. Once approved WAPC can start the process. There has been lobbying to have more intervention i.e. a redevelopment area. This is currently being looked at.

GDR: Will the community have the opportunity to comment on the PCA?

NG: I don’t believe so but I will double check. **ACTION: Confirm whether the public can comment on Planning Control Area.**

NG post-meeting addition: Under WA Planning Commission’s legislation, Planning Control Areas do not need to undergo a public comment period. They are shared with relevant local authorities as a matter of courtesy for input. Once the areas are approved by the Minister for Planning, the WAPC gazette’s the area and notifies any impacted landowners directly via mail.

WW post-meeting addition: The Minister has now approved a PCA for the Bayswater town centre. More information can be found on the Department of Planning Land and Heritage website: [www.dplh.wa.gov.au/planning-control-areas](www.dplh.wa.gov.au/planning-control-areas)

AM: Concerned the PCA will override all the work and consultation undertaken for the Town Structure Plan and takes away all power from the local council.

JS: The PCA will not replace the Town Structure Plan but supports the development of significant State infrastructure by protecting it from incompatible development nearby. This means developments that, if approved, might prevent or impede the infrastructure project from being successfully delivered. The PCA is focused around the works for the infrastructure and minimises the inclusion of private land as much as possible.

WW/JS/NG responses: Set expectations that the road network in the concept design is unlikely to change and not something the CAG can influence. The focus of this CAG is the design and construction of the Bayswater Station Upgrade and its scope of works. Some works will be outside of the scope of this project and may be delivered by other parties. CAG members can raise concerns on these matters and the team can discuss them with other parties, but cannot make decision on them.

**Project overview and update (slide six – eight)**
WW: Reviewed the concept design and the community engagement undertaken that informed the design.

**Procurement and timeline (slide nine - ten)**
WW: Request for Proposal for an Alliance partner was released to the market on April 11 via TendersWA (link above). This process will take around six-nine months to select...
the right contractor for this complex project.

JS: An alliance contract means the PTA partners with the contractor. This is important for the Bayswater project as there are a number of risks, stakeholder interfaces, community and business concerns that must be addressed collaboratively.

Construction staging (slide 11 to 14)
JS: Four broad construction stages:
   1. Add parking at Meltham and Ashfield stations.
   2. Existing car parks become the construction zone and the new station is built offline, west of existing station, with minimal road impacts.
   3. Once the new station is operational, the old station and rail bridge are removed.
   4. The road changes are the last stage and will take approximately six months. This is when we make the changes to Whatley Crescent, make the new connection between Beechboro Road South and Whatley Crescent.

Work is largely within the rail reserve. Some trees will have to be cleared. This is unavoidable for a project of this magnitude. Don’t yet have the details of exactly which trees will be affected.

Critical that Bayswater Station, rail operations and the local road network remains operating during the project. Some closures, such as weekends and weeknights, will be unavoidable, but will aim to coincide with other rail closures on the line (eg Forrestfield-Airport Link works).

Bayswater car park relocation (slide 15 to 17)
JS: All passenger parking along Whatley Crescent will close for the relocated Bayswater Station (approximately 180 bays). These will be replaced with 200 bays between Meltham and Ashfield stations (concept designs shown).

These stations will be more desirable when Midland Line becomes an all-stopping pattern service, to be introduced in July this year.

Recent passenger intercept survey (320 responses) found majority of respondents would park at Meltham Station as Ashfield Station is in an extra zone.

Investigated with Transperth if the zone boundaries could change, or if free parking could be made available at Ashfield. This is not possible as it would be inconsistent with approaches across the network. Transperth’s zone system is distance based to ensure a consistent and transparent application of fares across the network. It is not possible to change the zone boundary of Ashfield to make it cheaper for a particular group of passengers.

AB: City of Bayswater is currently undertaking a parking management plan. The draft plan will go to Council at the end of May seeking endorsement to start the public consultation on this plan.

**ACTION:** Share Bayswater Parking Management Plan with CAG when available for public comment.

Environmental (slide 18 to 19)
JS: An Aboriginal engagement strategy called Gnarla Biddi has been mandated for all METRONET projects. It is available on the METRONET website.
Tree removal is necessary on this project. A motion was passed at the City of Bayswater’s annual general meeting in November 2018 to save the Kurrajong tree. We have partnered with the City to move the Kurrajong tree to Bert Wright Park and more information will be provided when this is finalised.

**Morley-Ellenbrook Line update (slide 20)**

NG: The team have considered more than 100 options for getting from Perth to Ellenbrook and shortlisted them against the project objectives, construction impacts, environmental implications, value for money etc. The team are finalising a Business Case for Government approval later this year. Once approved a project definition phase will begin to scope and concept design the project for final Government investment decision.

**Any other business**

JOa: What is happening with the Department of Communities site north of the station?

WW: The Department of Communities are conducting a detailed site analysis. Once completed they will begin the development planning process, which will include stakeholder and community consultation. We are working with them throughout this process but no dates are known as yet. We may invite them to these meetings in future if appropriate.

DL: In terms of Request for Proposal what is the language around community engagement?

JS: Very strong. The language is very much around ensuring impact on the community is minimised. The contract will stipulate how much experience the community engagement professionals must have.

DL: Is there any consideration of an activation strategy to attract people to the town centre during the construction period to mitigate the impacts on small business operators?

WW: This is something the contractor will be asked to look at. It’s a point your local member is advocating for too.

KK: What is happening at the Caledonia Avenue level crossing?

NG: METRONET is working with Main Roads to review all options, with the aim to have a solution identified before the Forrestfield-Airport Link becomes operational.

MC: What about pedestrian and cycling access during construction?

JS: We must be able to provide safe, universal access to the station. We will create a safe diversion for the principal shared path during construction.

JOa: What will be done about noise and vibration? Will the PTA consider alternate methods of noise reduction to meet relevant requirements (e.g. silent tracks) in lieu of visually unappealing concrete noise walls? The query relates to both the bridge/rail over the town centre and new raised rail alignment along Whatley Crescent, east of Hamilton Street.
JS: We will consider a range of options but it is too early in the project for that level of detail. We will aim to comply with the State Planning Policy 5.4 which sets out limits.

JOa: Why didn’t you consider building commuter car parking in the embankments underneath the new higher rail (east of the new Whatley Crescent / Beechboro Road connection), in lieu of filling this area with new soil?

NG: If PTA were to invest in building car parks under the rail bridge it would be for passengers only. We have looked at multi-deck car parks for this area and it is cost prohibitive at this time and would prefer to encourage other modes to the station.

JOa: For those in the affected eastern pocket, concern our main connection to King William Street at Whatley Crescent (controlled with traffic lights) has been severed. Our only other connection to King William Street is Olfe Street. This will become our main connection, which is currently uncontrolled. It is going to be difficult for us to turn right onto King William Street. I ask for this to be upgraded to a controlled (traffic lights) or assisted (roundabout) intersection. An update is also requested for connections to Guildford Road at Slade, Anzac and Newton streets.

JS: Our modelling will look into this as well as volumes of traffic, the frequency and will test various scenarios. **ACTION: Provide an update at future meetings.**

**Next steps**

WW: In September we will start work on the car parks at Ashfield and Meltham and we will continue working towards contract award. The next CAG will be in the second half of the year.

**Meeting closed 7.40pm**