Bayswater Station Upgrade Community Advisory Group

Meeting: Two
Date: Thursday 27 June 2019
Time: 6 PM – 8 PM
Location: Bendigo Bank community space,
81-83 Whatley Crescent Bayswater

<table>
<thead>
<tr>
<th>Name</th>
<th>Representing</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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<tr>
<td>Julie Osyka (JO)</td>
<td>Resident</td>
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<tr>
<td>Ben Dellar (BD)</td>
<td>Resident</td>
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<tr>
<td>Jarrad Oakley (JOa)</td>
<td>Resident</td>
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<tr>
<td>Jimmy McGregor (JM)</td>
<td>Baysie Rollers</td>
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<tr>
<td>Angie Maher (AM)</td>
<td>Bayswater Deserves Better</td>
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<tr>
<td>Kevin Kidd (KK)</td>
<td>Future Bayswater</td>
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<tr>
<td>Lynn Deering (LD)</td>
<td>Bayswater Historical Society</td>
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<tr>
<td>Greg Da Rui (GDR)</td>
<td>Bayswater Village Retailers Trade Association</td>
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<tr>
<td>Tim Wright (TW)</td>
<td>City of Bayswater, Strategic Planning Officer</td>
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<tr>
<td>Matthew Turner (MT)</td>
<td>City of Bayswater, Manager Strategic Planning &amp; Place</td>
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<tr>
<td>Natasha Guerinoni (NG)</td>
<td>METRONET, Communications and Engagement Manager</td>
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<tr>
<td>Ryan Keys (RK)</td>
<td>Metropolitan Redevelopment Authority, Executive Director Planning</td>
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<tr>
<td>Jonathan Shuker (JS)</td>
<td>PTA, Project Manager</td>
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<tr>
<td>Kathryn Day (KD)</td>
<td>PTA, Project Delivery Manager</td>
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<tr>
<td>Whitney Williamson (WW)</td>
<td>PTA, Project Communications Officer</td>
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Apologies

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<tr>
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<tr>
<td>Georgia Kennedy (GK)</td>
<td>Resident</td>
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Welcome (slide one to five)
Lead by: Whitney Williamson, PTA

Kicking off the meeting, all residents and business owners in the area ranked themselves in a line from most recent person in the area to the longest, ranging from 18 months to a few decades.

WW provided a communications update to the group, including:
- Kurrajong Tree relocation communications
- Scheduled project update
- Carpark relocation communications
- 3D concept model roadshow began this morning and will continue this Saturday (29 June) at Howdy Café for a Brew and View – the model will then go on a roadshow around the Bayswater town centre, the current dates locked in are the Library between July 19 to August 9 and Lisa Baker’s office from 15 July to July 19.

Various members suggested the 3D model location be advertised on the IGA notice board and the model itself be displayed at the Primary School, Bowling Club, Lacrosse Club, Historical Society, the station itself.

**ACTION:** Look into suggested locations in the community to display the 3D model.

**ACTION:** Put notice of 3D model location on IGA notice board.

LD: Why is Lisa Bakers office given priority over community spaces?

WW: It came down to scheduling. The model will be at Lisa Baker’s office for a few days but is scheduled to be at the Library for three weeks.

LD: Who is paying for the Kurrajong Tree relocation?

JS: PTA will pay around $15,000 for the relocation and City of Bayswater (the City) will pay for the care and maintenance (watering, upkeep etc.) of the tree.

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<tr>
<td>Provide traffic modelling update for local road network, based on the road layout change (from April meeting).</td>
<td>JS</td>
<td>To be scheduled at future CAG meeting</td>
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<tr>
<td>Look into suggested locations in the community to display the 3D model.</td>
<td>WW</td>
<td>Investigating</td>
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<tr>
<td>MRA to follow-up on the letterbox drop as a few residents did not receive any of the information.</td>
<td>RK</td>
<td>Investigating</td>
</tr>
<tr>
<td>Invite Environmental team to future meeting to provide more information about noise modelling and considerations.</td>
<td>WW</td>
<td>Schedule for future meeting once contractor is on board</td>
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<tr>
<td>Schedule the next CAG meeting for August.</td>
<td>WW</td>
<td>Date TBC</td>
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RK provided an overview of MRA and METRONET East:

- MRA’s key functions are development approver, place manager and developer. Sometimes all three functions are used in a project area, sometimes only one or part of these functions are used.
- MRA recognises that Bayswater is unique and not like other projects MRA has delivered previously. MRA’s approach is very place specific and will consider recent community engagement and local government views.
- MRA has an Act that means it can only work in a clearly defined area. The first step is to define the scope of work and area, which is the current phase of the project with the City commenting on the extent of the redevelopment area proposed by the Planning Minister.
- In Bayswater the focus will start with the train station and then the areas with the most development potential.
- Sense of place is a key MRA redevelopment objective as well as restoring and honouring heritage features.
- MRA’s process from here is to firstly put the MRA planning scheme in place, which will take about a year. During this time the Planning Control Area, administered by the Western Australian Planning Commission (WAPC), will be in place, as defined in April 2019.
- Once the boundary is determined a Land Development Committee will be formed, which is like a Joint Development Assessment Panel (JDAP).
- The next step is to put together the planning guidelines, registers etc. which will review and consider the work done to date in the area and will be open to a mandatory public comment period.
- Once in place MRA will become the planning authority. The infrastructure work MRA may undertake will be determined during this process, in agreement with the City. Not everything within the zone will be changed.

DH: What will happen to the few residential properties in the boundary?

RK: It’s a rare occurrence for MRA to acquire properties, unless it’s required for unique/specific circumstances. It’s not MRA’s approach to purchase land to develop it. The approach is to use State Government owned land. Any development undertaken by the MRA still undergoes the normal planning approvals process of review and public comment.

AM: You should make a statement on this because some residents I know in the boundary didn’t even know they were in the boundary and they are worried about the future of their property.

NG: The affected properties should have received a letter explaining this.

CAG members in the room who are in the zone advised they did not receive a letter.

**ACTION:** MRA to follow-up on the letterbox drop as a few residents did not receive any of the information.

JOa: Why would the State not include land in the precinct redevelopment area that the City included in the structure plan? If this is the case, will land outside the State’s precinct redevelopment area and within the City’s structure plan be upzoned as is proposed and currently with the Minister for approval?

RK: The proposed redevelopment area is smaller than the City’s structure plan. The MRA may not necessarily change what the City has proposed in the structure plan (e.g. the area may not be upzoned). Focusing the redevelopment area boundary ensures MRA don’t get involved in
more than it needs to, to ensure good project and community outcomes.

Outside this the MRA precinct redevelopment area the planning process will continue as normal. Within the MRA precinct redevelopment area we will consider and integrate with broader planning schemes with on planning scheme document.

The State Government owned land includes the Department of Communities sites on Railway Parade and Foyle Road, the rail reserve and police station. The Lacrosse Club car park site is owned by the City and was identified throughout the structure plan process as a potential development site, but no specific plans have been made.

JOa: Have you been approached by developers and private landowners to develop?

RK: No. It is too early in the process to have those conversations.

JO: What is the average time MRA is involved in an area?

RK: The length of time depends on several factors. MRA have been in East Perth for almost 30 years, whereas in Scarborough have been there for four years and are probably leaving shortly. Bayswater is likely to be on the shorter side, given the smaller size of the area.

JO: How do we know who to go for different approvals etc.?

NG: Direct all queries to info@metronet.wa.gov.au or call 9326 3666 and we will direct your query accordingly.

DH: Who will manage the traffic management and vehicle access during construction?

KD: The PTA will manage all activity related to the construction of the Bayswater Station Upgrade. Wider traffic modelling and the impact that the station works might have on the area will be assessed as part of the project. Any developments in the area will be approved by the MRA who will consider the impact on the wider area.

LD: The community has already been through a consultation process for the structure plan – will this consultation happen all over again?

RK: We’ve heard that comment consistently in the brief time we’ve been involved in Bayswater. MRA’s starting point will be to do the homework and to take into account all the consultation undertaken to date while identifying gaps that may be missed, such as the new station design, which I understand was not finalised when the Town Centre Structure Plan was formed. There is a formal requirement to do public comment prior to gazettal of the Planning Scheme. We will want to check that we have interpreted the community consultation completed to date correctly.

GDR: At the time of the release of the Bayswater Town Centre Structure Plan the Bayswater Station Upgrade was only a $4 million disability upgrade. Now with a new $145 million train station this is a game changer and the Structure Plan needs to be re-visited.

BD: I think it is important to reengage with the community on this because the Town Centre Structure Plan did not include the context of the Bayswater Station Upgrade design or the MRA involvement.

JOa: Is there an update on the Morley-Ellenbrook Line?

NG: The team are finalising the information and expect an announcement on the Morley-Ellenbrook Line alignment in the coming months. This timing will coincide with consultation on the public spaces, and MRA’s process as much as possible.
City of Bayswater town centre parking strategy  
Lead by: Tim Wright, City of Bayswater (the City)

TW provided an update on the town centre parking:

- The City commissioned a parking survey that identified the parking occupancy levels from commuters and others accessing the town centre.
- A draft parking options paper is open for comment from 27 June (today) through to 24 July that asks for comment on 12 parking management options to manage parking issues in the town centre in the short term.
- The result could be a combination of options, rather than just one.
- In addition to the survey, consultation will include a public information session on Saturday, 6 July from 10am to 2pm at 83 Whatley Crescent, Bayswater. There is also an opportunity to meet with community groups.
- The survey will aim to quantify feelings towards each management option, provide open comments and rank the options.
- The aim of the Town Centre parking strategy is to ensure that parking is managed in a way that fairly benefits all people accessing the town centre and to ensure the ongoing strength of the local businesses and services in the town centre. The PTA is working to offer alternative commuter parking, which will coincide with the City's parking strategy.

JOa: Who will control parking and the design of roads/parking within the MRA precinct redevelopment area when it comes into effect?

TW: The City will continue to control local roads and parking in the area, even after the redevelopment area comes into effect. When the MRA is in place the two agencies will work together if required.

JS: The PTA is working with the City on this and have a communications strategy to encourage commuters to park in alternative passenger specific parking.

LD: Did you consider innovative parking solutions, like car parking stackers?  
TW: Not at this stage, the City is currently focusing on the short-term management options, although this could be considered in the future. We will walk through the town centre to promote the survey to local businesses tomorrow.

Bayswater Station Upgrade and car park relocation to Meltham/Ashfield stations  
Lead by: Jonathan Shuker, PTA

JS provided an update on the PTA’s work to date on the Bayswater Station Upgrade:

- Work is going on in the background and is focused on the procurement of a main alliance contractor. Submissions are currently being assessed to shortlist the proponents into the next stage of competitive tendering process. The contract award will be late 2019.
- The Project Team are preparing a Development Application submission to the WAPC in the coming months.
- Enabling works to locate underground services are planned to take place over five nights from Monday, 8 July (dates to be confirmed). This will involve partial lane closures on Whatley Crescent, King William Street and Coode Street. 
  
  Post meeting note: These works are now scheduled to begin 29 July at the earliest.
- Procurement for the construction of the car parks at Ashfield and Meltham has begun with tenders expected to be received in July and awarded in August for works to begin later in 2019.
- Development Applications for these extensions have been submitted to the relevant councils for consideration.
MC: Will the train pattern change to all stops?
WW: Yes, from Sunday 21 July the all stopping pattern will come into place.

LD: What are the station impacts during construction?
JS: This is not known yet until the contractor is brought on board. One of the aims of building the new station platform at the location of the Whatley Crescent car parks is that it means we can continue operating from the old station while we build the new one.

BD: Will you be noise monitoring before and after to test impacts?
JS: Yes, a baseline noise study was conducted in 2016. Once the contractor is on board, they will model noise, factoring in the station design to identify what noise levels will be. The infrastructure will need to comply with State Planning Policy 5.4 which sets these limits.

KD: We are also required to verify the noise levels by testing them three months after the infrastructure has been completed.

**ACTION:** Invite Environmental team to future meeting to provide more information about noise modelling and considerations.

JOa: If PTA will continue to progress the design with the two preferred proponents can the community be involved in this process?
JS: It is not appropriate for the community to be involved during the alliance design phase because of the commercially sensitive nature of the process. Information cannot be released publicly because it could give an advantage or disadvantage to either contractor during the process. With that said we are not expecting the design to change significantly during this time because the proponents must provide a compliant bid which addresses the concept design within the timeframe. They can also submit options for consideration in their bid. If this is the case, and an alternative is proposed, this will be communicated with the community at the appropriate time, however it is unlikely to occur due to the short timeframe they have.

KD: The Development Application submission also goes through MRA.

JOa: Will the architecture, treatments and finishes be open for community feedback?
JS: The design will have to go to the Office of the Government Architect’s Design Review Panel, METRONET parties and other stakeholders and forums for consideration.

CC: If the Morley-Ellenbrook Line connection is at Bayswater and the second bridge is required, will the same contractor be engaged?
JS: Yes, the Morley-Ellenbrook Line is an optional part of the contract for the tenderer to bid on and deliver if required.

**Art Strategy**
Lead by: Natasha Guerinoni, METRONET and Jonathan Shuker, PTA

NG and JS outlined the art strategy approach:
- [METRONET’s Gnarla Biddi](#) is our long-term commitment to embed genuine engagement with the Aboriginal community across the METRONET program.
- On a program level the strategy is being developed to guide common themes across all projects.
- We are in the process of writing an art briefing document which will be used to procure an Art Coordinator to manage the process.
- The Bayswater Station Project is moving faster and we want to make sure we have an Art Coordinator on board so we have the option to incorporate the art into the design as it progresses.

LD: Where will the stories be drawn from and will this group have a say in the procurement of the artist? I’d like to see local artists involved.

JS: The consultant will contact a variety of local organisations such as the historical society as well as the community. The procurement of the artist will be done internally. While we have no intention to limit the procurement to local artists there it also no intention to exclude them.

LD: Will the art brief document be shared with the CAG / community for input? JS: There will be opportunities for community involvement in the process.

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<tr>
<td>WW: Does the group have a preference of this venue over our last venue at the Senior Citizen’s Centre?</td>
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<tr>
<td>CAG: No preference.</td>
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<td>WW: Our last two meetings have run over time. To avoid this in future would you prefer to meet more often or stretch these meetings to 2 hours?</td>
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<td>CAG: Keep current schedule of meeting every few months during weeknights. Alternating the weeknights is best. Stretching the meeting to two hours is ok, but flag ahead of time if it is a full agenda.</td>
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<td>GDR: Can the community promote the parking strategy consultation?</td>
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<td>TW: Yes please.</td>
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<td>WW: We will schedule the next meeting for August.</td>
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Meeting closed 8pm