

From: [REDACTED]
Sent: Wednesday, 8 March 2023 14:47
To: Level Crossing Removal (LXR)
Subject: Carlisle and Oats St Station

[REDACTED]

I was on the Community Reference Group for Metronet as a resident opposite Oats St Station. The way the meetings were operated were entirely unprofessional. I was bullied and singled out for having a differing opinion and segregated by the Metronet staff. They silenced anyone who opposed their ideas or had any feedback that didn't fully support their plan.

I live directly in front of Oats St Station. This home was my nanna's since the early 1940s where my dad and his siblings were born. It was built much earlier when the property used to be an orchard. This is an old neighbourhood. To be tearing down the existing stations and building a towering two track elevated rail is criminal. The plans were rushed through and approved during covid so that no one could protest. Years ago when the government tried this it was rejected by the people immediately. It is an absolutely hideous design, and it truly makes me depressed at the thought of having to live through the noise and construction, and to have to look out to a disgusting structure instead of skies and trees.

There have NEVER been toilets at the station, which means there have never been sharps disposal boxes. We had asked for decades for a toilet to be built to stop people from pissing and shitting in private properties and doorways. They never did. And now to be building an elevated rail instead is a smack in the face. No doubt the toilets will be locked past a certain time.

It is a station where violence and theft happen all the time and junkies are always loitering. And you think putting a playground in is going to stop that? At what point does the noise from the basketball courts and skate parks stop? It is so inconsiderate to the residents that live a road-widths away. Trying to turn a train station into a cultural hub is the worst idea i've heard in a long time. Having kiosks will take away from pre-existing small businesses who rely on that traffic.

DO NOT build basketball courts, skate parks and kiosks. If this goes ahead, the playgrounds, noise producing activities etc MUST be on the side of the Tafe building, not the residents.

I absolutely oppose and disagree with the commencement of this construction.

[REDACTED]

Emma Haak

From: [REDACTED]
Sent: Wednesday, 1 March 2023 13:26
To: Level Crossing Removal (LXR)
Subject: Carlisle and Oats Street Development Applications

Follow Up Flag: Follow up
Flag Status: Flagged

[REDACTED]

Hello and thank you for the opportunity to provide feedback.

In principle, I find the whole project exciting and long overdue.

I only have 2 concerns:

1. The proposed Oats Street Youth Plaza incorporating a skate zone, basketball half court, four square court, Tik Tok and chill-out spaces, nature playground with balance beams, cubby building and climbing equipment seems total over-provision for the number of youths that reside in the area. As a result this may either lead to under-utilisation of the facilities or in the attraction of youth from other suburbs, neither of which provides a satisfactory outcome for residents.
2. The features list for the Oats Street Station details two lifts and internal escalator. Does this mean there will only be one escalator (presumably going up) and no escalator going down or will there be escalators in both directions? Only one escalator will almost certainly lead to peak hour platform congestion.

Sincerely,

[REDACTED]

Emma Haak

From: [REDACTED]
Sent: Wednesday, 15 February 2023 17:24
To: Level Crossing Removal (LXR)
Subject: Concern re ounluc spaces Metronet

[REDACTED]

I am concerned about the cycling infrastructure proposed.

At present, people using the psp (myself included, on a regular basis) experience a reasonable smooth run, thanks to the level crossings.

I am concerned that crossing each intersection will be more difficult, unsafe and time consuming for psp users when this project is completed.

I am also concerned that a solution which proposes to mix pedestrians and cyclists is adequate. The images provided of the public spaces are evidence that this is what is proposed.

This means people riding bikes will be worse off. The obstructions installed on the psp in front of Canning station are a good (or should I say poor) example of this, cycling infrastructure.

To achieve positive outcomes for all modes of transport, and in view of the need to reduce carbon emissions, cycling infrastructure has to be prioritized as part of this project.

To be a success, I believe Metronet should result in people being able to ride their bike, uninterrupted, from Armadale into the city. That's what we should reasonably expect our Government to deliver.

I look forward to seeing the proposed plans being adapted to ensure Metronet results in a better and positive outcome for people who ride a bike.

Warm regards

[REDACTED]

Get [Outlook for Android](#)

From: [REDACTED]
Sent: Friday, 17 March 2023 18:22
To: Level Crossing Removal (LXR)
Subject: Feedback on Carlisle and Oats Street Stations development applications

[REDACTED]

Good evening,

I am writing with regards to the [recent consultation](#) on the Carlisle and Oats Street Stations development applications, which appears to have been first published online on 15 February 2023, updated on 17 February, and closed at 5pm on 8 March. I recognise that I am making this submission nine days after the deadline, but I ask that it please be considered—and treated as an on-time submission—for the reason set out below in point #1. Subsequent points contain my other feedback.

1. This consultation appears to have been very poorly publicised. I am a resident on Shepperton Road, my local railway station is Carlisle, and I use the Principal Shared Path (PSP) alongside the railway multiple times a week for walking and jogging. Despite this, I saw no notification that the development plans had been released. I only found out about the consultation by chance this afternoon. Future consultations need to make greater efforts to engage locals and transport users; if there were notices placed at the stations, they need to be more prominent. I suggest that in future there be prominent notices along the PSP and at nearby stations such as Victoria Park as well as at the stations directly affected.
2. I am pleased to see the proposals contain much better crossings of Mint St, Oats St, and Welshpool Rd for pedestrians and cyclists. These roads are currently difficult to cross safely; as a jogger, I deliberately run at dawn to avoid heavy traffic on Oats St during the morning peak, and Welshpool Rd is my normal turn-around point because it's often too much of a hassle to cross. I wholly endorse the plans for a dedicated path over Welshpool Rd, a signalised crossing of Oats St, and a wombat crossing at Mint St.
3. I am more broadly delighted with the proposals and wish to express my endorsement of them as a local resident. The community spaces look great and this should turn the corridor into a fantastic area that will be enjoyable to use. I am particularly looking forward to the proposed fitness zone.
4. I have not noticed in the plans any provision for drinking fountains. Given how hot Perth can be, these are important public infrastructure. Hydration is necessary for exercise, so I assume fountains will be provided as part of the fitness zone? The playgrounds will require fountains to keep children (and parents!) hydrated too. Fountains should also be part of the railway station precincts. I have recently lived in Melbourne and Wollongong, and in both cities my local shared paths had drinking fountains at regular intervals, and my local railway stations had fountains as part of their facilities. These were much appreciated and well used by the community. I am surprised that the PSP beside the Armadale line does not possess fountains at regular intervals (say, at every major cross street). I recommend drinking fountains be provided generously along the PSP and at stations, if they are not already included.
5. I trust that the public seating and benches will not feature hostile anti-homeless designs. If somebody is desperate enough to need to sleep on a bench, their situation should not be made worse by hostile architecture. These are also often a bother for other users.
6. This section of the railway will be elevated, but do sections of the line that are at ground level or in cuttings have to be placed behind ugly high wire fences? It makes the area feel so much more unpleasant. Many other cities have much lower and more aesthetically appealing fences to stop people accidentally straying into the railway corridor. I'm sure there's a box-ticking "safety" reason applied as a blanket policy but I can't imagine it stands up to scrutiny. If the excuse is that it stops trespassers, these fences can't stop anyone determined, so they're a waste, and if the

excuse is safety, the much bigger danger to pedestrians comes from Perth's heavy road traffic, and nobody is seriously suggesting we put high wire fences between, say, the footpath and roadway on Shepperton Road or Albany Highway. A train follows its tracks but a second of inattention by a car driver or a slight stumble and a roadside pedestrian is a goner. Why do we make our railways look unsafe and unpleasant when pedestrians face much greater dangers from cars?

Thank you for considering this feedback. I want to reiterate my enthusiastic support for the plans and in particular my recommendations for generous provision of drinking fountains (point 4) and better community engagement (point 1), which are easy wins.

Regards,



Emma Haak

From: [REDACTED]
Sent: Tuesday, 21 February 2023 11:47
To: Level Crossing Removal (LXR)
Subject: Landscaping surrounding the Oats St Station

[REDACTED]

Hello Team,

Thank you for your letter requesting feedback from local residents regarding the landscaping and development under the new elevated rail system.

I have one concern only. Namely, young, bored people who travel the Armadale line late at night and depart at the Oats St station for no apparent reason.

Please reconsider the building of a skate park or other youth attractions which may act like a magnet for more late-night trouble from directionless youths who are looking for trouble.

These are generally not young people who live in the Carlisle or East Victoria Park areas, but rather many are directionless, coming from other suburbs and looking to pass the time, away from their home and as some might say - looking for trouble.

Please consider carefully whether you wish the area to become a late night hotbed of crime and a potential living nightmare for local residents.

Thank you for your consideration on this matter.

Kind Regards,

[REDACTED]

Emma Haak

From: [REDACTED]
Sent: Wednesday, 8 March 2023 14:01
To: Level Crossing Removal (LXR)
Subject: METRONET feedback - Urban Farm Proposal
Attachments: Vic Park Urban Farm Proposal .pdf; Testimonials.pdf

You don't often get email from project76farm@gmail.com. [Learn why this is important](#)

Good Afternoon,

I am submitting a proposal for an urban farm to be constructed in Victoria Park as part of the METRONET project. I believe this would strengthen the community relationship and meet several of METRONET's goals. It would help towards the greening of the community and bring people of diverse backgrounds together.

I have also attached testimonials that speak to my character and vision, support from local community members, businesses and advisory board members.

Thank you for your time and consideration.

Sincerely,



An Urban Farm for Vic Park

Agenda

1.	Our vision for an urban farm in Vic Park	3
2.	The urban farming opportunity	4
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4.	Our approach to urban farming	6
5.	Our business plan on a page	7
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Our vision

“To provide a place of learning where nature and community come together, in a food production system that doesn’t cost the planet but nurtures the soil. All while offering the community access to hyper local, fresh, nutrient dense food with the lowest carbon impact possible.”

Urban farming opportunity

Our urban community farm is strongly aligned with METRONET goals



With sustainability and community at its core, an urban farm in Vic Park helps METRONET meet some of its key objectives:

✓ **Alignment to your community consultation findings**

- A key theme is the desire for a stronger connection to nature – an urban farm encourages biodiversity, including incorporate of native plants, attracting bird and insect life.

✓ **Alignment with METRONET Sustainability Strategy 2021**

- Low maintenance design opportunities
- The use of sustainable construction materials
- Minimising hardscapes while maintaining functionality

✓ **Alignment with Key Planning and Design Considerations**

- Relationship with surrounding urban context:
 - Flexible open spaces to promote community activations
 - High quality community notes that respond to the communities expressed desires for new multigenerational places...and gathering places which will facilitate greater social connectivity and cohesion

Value of urban farms are increasingly recognised

Estimated 750 across Australia, and growing year on year

Urban farming throughout Australia

The United Nations recognise that urban agroforestry (which includes urban farms, food forests and orchards) as a valuable tool in meeting its sustainable development goals. Throughout Australia there are nearly 750 community gardens, generally seeking to achieve any number of the following objectives:

- bolster local food security (particularly in disadvantaged areas)
- re-invigorate social connection
- activate underused public open space
- create and conserve biodiverse local places
- re-build lost skills and traditions
- give local children natural places to play and learn
- improve the health of the Australian people.

Case Study



Veg Out is an organic, chemical free community garden run by volunteers and located in Melbourne. Formerly a lawn bowling green the project was conceived in 1998 and now has over 140 garden plots, where members and community groups enjoy getting their hands into the soil.

A commitment to a sense of community, conservation and organic gardening principles underpins all activities on the site.

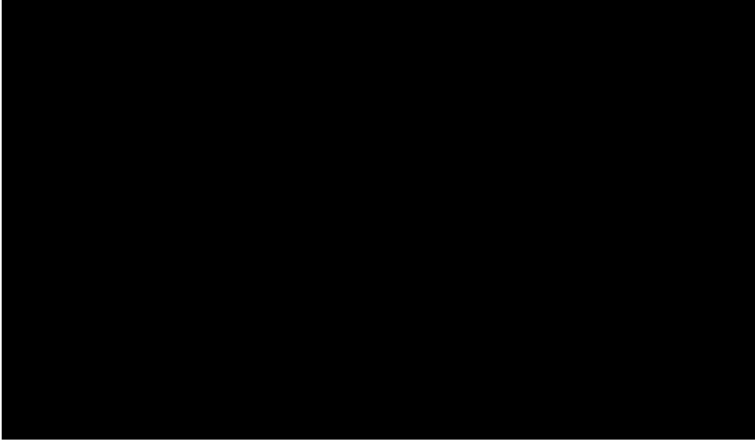
Veg Out lacks rigid barriers between common land and each plot; the paths curve and meander; flowers, vegetables and artworks have equal standing.



Our approach to urban gardening

We take a uniquely 'Vic Park' approach to our work

Fresh local produce



The ultimate in farm to plate - we grow food for our local urban community using organic and regenerative farming principles.

- Memberships offer the local community a 'pick your own produce' option.
- Weekly vegetable boxes are available for sale from the farm gate.
- Bespoke plantings are arranged for local cafes and restaurants.
- Food in abundance is gifted to local community benefit organisations such as The Haven, Harold Hawthorn Centre, and Connect Vic Park.

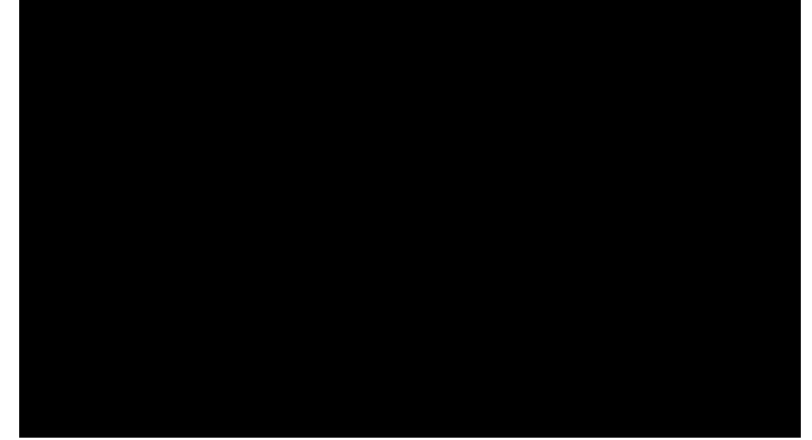
Knowledge sharing



A place for knowledge sharing - we use hyper local low impact farming principles and host workshops and knowledge sharing.

- We host regular volunteering mornings where members, and people from across our community, learn all aspects of urban food production and garden management.
- We host accessible and inclusive workshops by Farmer Alana and special guests on topics such as long term soil remediation, beneficial insects, growing with the seasons, recycling and composting.

Fostering community



Your garden down the road – We're a home away from home for everyone, fostering social connections for a happier more resilient community.

- Our kettle is always boiled and people are welcome to meet, mingle and have a stroll around.
- We're committed to diversity and inclusion – fostering a welcoming and accessible space that is physically and psychosocially safe.

Our business plan on a page

Multiple revenue streams to meet diverse community needs

Farm revenue

Produce to local cafés and restaurants

- Proven value proposition; Project 76 customers include Social Manna, 1st Ave Cafe and Mechanics Institute. Committed future customers include : The Vic Park Larder, Duncan Street Store, Loose Produce.
- c. \$20,000 annual revenue.

Direct to public sales of produce and seedlings

- Proven demand: Produce is currently being sold at the farm gate and through a local cafe. Seedlings have been sold through local eco store Urban Revolution.
- Subscription produce boxes are also planned.
- c. \$20,000 annual produce sales.
- c. \$3,000 annual seedling sales.

Memberships

- Memberships entitle community members access to events, discount on produce and workshops.
- c. \$40,000 annual income.

Education

On farm workshops

- Advanced workshops on urban agriculture, compost intensives, soil biology, remediation principals and permaculture design. Based on two workshops a month.
- Guest expert workshops.
- c. \$18,000 annual income.

'Ask Farmer [REDACTED] Consultations

- Farmer [REDACTED] is already in demand, with several remunerated consultations. Targeted at those in the community that want to grow their own vegetables, but don't know how to start.
- c. \$15,500 annual income

School education

- Average of one session per month, targeting one of the 19 primary and secondary schools in the immediate area. Topics include building wicking beds, growing vegetables, worm farms and biodiverse ecosystems.
- c. \$6,000 annual income.

Community

Seasonal events

- Acknowledge and celebrate Noongar seasons.
- Social events celebrating seasonal produce and marketed as a ticketed event.
- c. \$6,000 annual income.

Growth opportunities

Local businesses

- Community desire to establish an eco hub; Relocate Urban Revolution, home for repair cafes, tool libraries and 'tip shop' to support community endeavours.
- Income potential via rent.
- Growth option only, no income budgeted.

Cafe

- Modelled after Perth City Farm, provides community meeting space and option to use seasonal produce from the farm.
- Growth option only, no income budgeted.

The numbers

A 2,000m² land allocation is sufficient to ensure financial sustainability and significant social impact

The financials*

Upfront capex: \$100,000

Major items include:

- \$31,000 on soil remediation (c.100m³ of compost and 20kl of bentonite)
- \$25,000 on building infrastructure
- \$10,000 on irrigation
- \$10,000 tools and equipment
- \$5,000 in technology.

Ongoing sustaining capex is minimal and built into opex budget.

**One beauty of urban farming is it's flexibility, we'd be glad to explore alternative models with you.*

Annual Opex: \$100,000

Opex is kept to a minimum thanks to the proven ability of similar enterprises to attract large amounts of volunteer and in-kind support.

- Majority of expenditure is on one full time staff member. Other major costs include: Casual staff around peak times
- Direct production costs (seeds, minerals, fertilizer, water, electricity etc)
- Insurance.

Annual Revenue: \$130,000

See previous page for detail on our diverse income streams.

Annual Surplus: \$30,000

Any surplus will be reinvested.

The impact

- 2 tonnes of production in year 1.
- 4 tonnes of produce by year 4.
- 24 workshops per year.
- 120 volunteer sessions.
- At least 5 local restaurants served.
- Tonnes of landfill diverted to compost.
- Several hundred students educated per year.



The team

Sustainability ensured with strong risk management and community engagement

Experienced local advisory board

vision is supported by a diverse and highly skilled local advisory board.

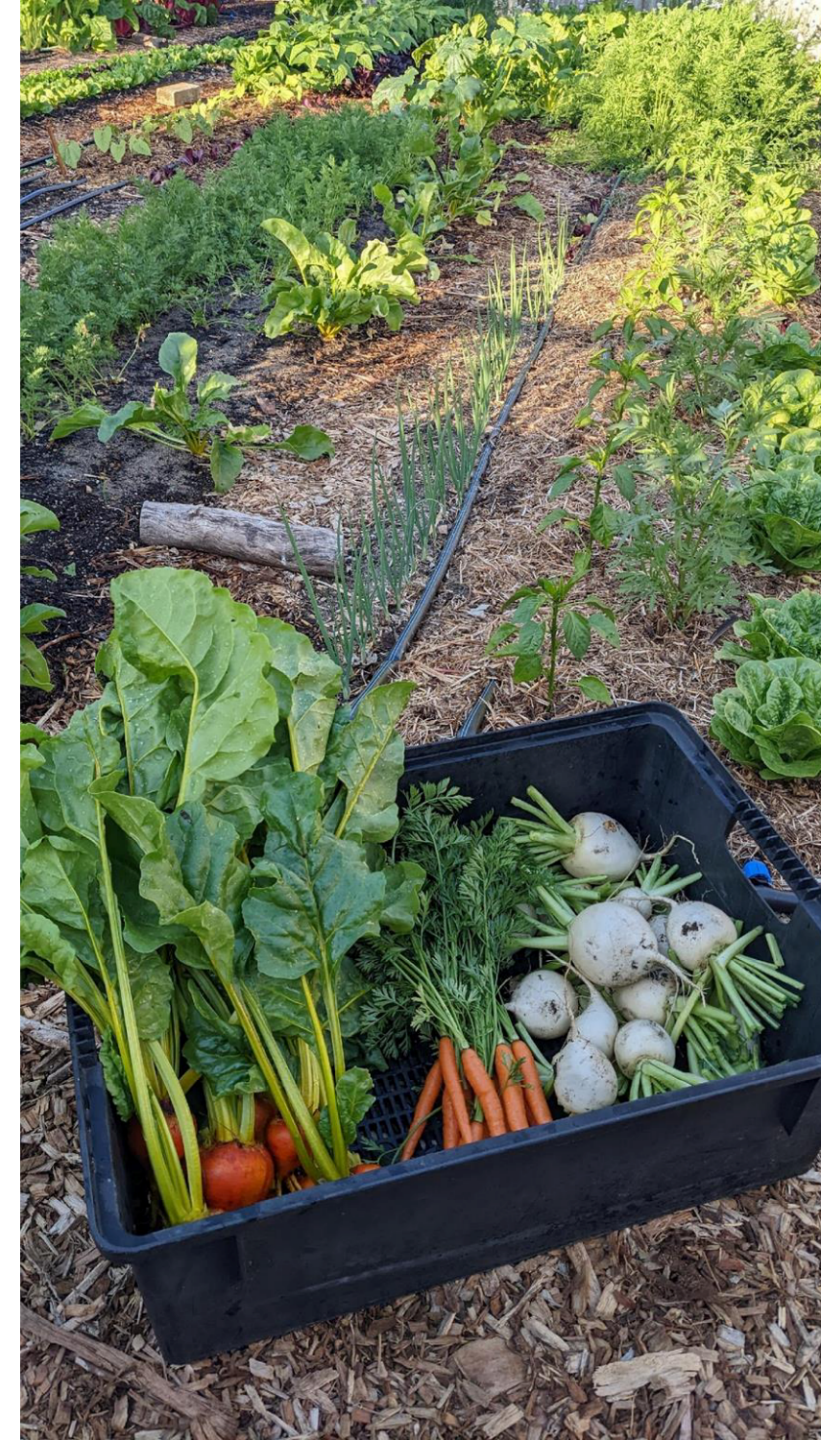
- [REDACTED] – Owner of local sustainability enterprise Urban Revolution Vic Park.
- [REDACTED] – Management consultant and experienced non executive director, CFA Charterholder, CPA, and Chartered Secretary with a PhD in Finance.
- [REDACTED] – Secretary of the Vic Park Collective and procurement expert with 15 years experience in strategy and project management with the WA State Government.
- [REDACTED] – CEO of Connect Vic Park, founder of Vic Park Community Garden Association Inc and 25 years experience in disability and ageing policy, advocacy and service delivery.
- [REDACTED] – Owner of gold plate award winning local café, Social Manna.
- [REDACTED] – Innovation Design Manager at Anglicare WA with a 20 year history in the community sector, owner of St James Supply Co and former chair of the Vic Park Collective.
- [REDACTED] – Founder of Vic Park Soup with 10 years experience in local government facilities and programs.

- [REDACTED] is a permaculture design specialist with 10+ years of gardening experience.
- She is passionate about the environment, holding a Degree in Marine Biology and a Diploma in Sustainable Living from the University of Tasmania.
- [REDACTED] is the founder and farmer at Project 76, a public facing 45m² urban farm located in her front yard in the Town which she converted into an intensive market-style garden.
- She also:
 - works as a waste educator with the City Of Cockburn, where she manages 'herb your enthusiasm' a regular gardening program at the Youth Centre
 - operates as Grow it Local's National Gardening Guru, answering home gardener queries from across Australia
 - manages a residential permaculture garden with bees, poultry, fish, >20 different fruit trees and >25m² of raised garden beds.
- Notable gardening projects prior to this include:
 - founding 'Give a Damn' a local grass roots organisation focused on waste education and eliminating single-use plastic
 - building a community garden 'Common Ground' behind the Haven just off Albany Hwy (decommissioned on sale)
 - designing and established a large native garden for Connect Vic Park as part of the Town's Urban Forest Strategy.

Example of our experience: Project 76

An urban farm in Vic Park

- Last year [REDACTED] broke ground on Project 76, a public facing urban farm located in her front yard (45m²) in the Town which she converted into an intensive market-style garden with community compost.
- Project 76 was established to showcase to our local community on how to compost food and green waste, remediate our local soil, sequester carbon, and grow abundant and nutritionally dense food.
- Project 76 was initially funded by community contributions to a [crowd funding campaign](#), supported by almost 100 people raising over \$5,000.
- Subsequent revenue has come through workshops (including courses on the fundamentals of growing your own food, garden design, how to compost, and reducing waste) and the sale of produce (which has so far been sought after by Vic Park locals as well as boutique bars (including the Mechanics Institute) and local cafes (including Social Manna and First Ave Cafe).
- The Project has a diverse, local and growing customer base and is exceeding financial projections by turning a small profit following it's third growing season.
- Since commencing Project 76 [REDACTED] has been interviewed by and [the ABC](#), presented at events for Grow it Local and Urban Agriculture Month and been featured in a gardening special in the [The West Australian](#).
- She works closely with mentors and experts in the areas of urban farming, soil remediation and permaculture.



Strong grassroots support

Vic Park residents and businesses are excited for an urban farm

We've received many testimonials already, and can supply more if required – here are just two:

"I have been buying produce from project 76 since it started because I was so excited about the concept of a hyper local source of food. When I visited, I could see the love, dedication and expertise being used to cultivate the produce.

When I tasted the difference, I knew I wouldn't go back to buying from the supermarket.

I embraced cooking with what was seasonally available and I treasured the opportunity to pick my own produce and nibble on leaves while Alana shared her knowledge with me. I talk and post about my experiences with my friends and it has been so encouraging seeing them order from Project 76.

I relish the moments when farmer Alana tells me she has met another one of my friends who heard about Project 76 and had to try it. I would support an urban farm in Victoria Park wholeheartedly.

There is so much value to be gained from the entire process of shopping direct from a local farm and it would directly contribute to a healthier, happier and more connected community"

"5 years ago I opened First Ave cafe in Kensington WA. With the ethos of providing a safe and nurturing place for humans to be humans. Offering a place of hospitality. First ave is, by nature, very focused on local. Over the past farmer Alana has been a source of nourishment. Not just for the cafe, but also through following her own passion to invest in community with her garden.

I will continue to purchase her honest, local produce to offer through First Ave in the food I provide, and also for people to come and buy themselves. I have seen how important and needed her produce is ESPECIALLY for people in the community who live alone. Having access to FRESH organic produce, that they can buy singularly and not in excessive kilo packs ... means they have easy access to their morning coffee and chat, and can get their vegetables and fresh produce ... all wrapped up in a morning walk around the block.

This is simple living. And this is living simply.

We need more of it. We need Alana to continue to be supported in her passion to provide for our community."

Our ask

Our model ensures your investment has a lasting impact

Land



- Ideally, we'd have a 2,000m² contiguous parcel of land with plenty of sunshine – for a medium term pepper corn lease (we can make other options work though).
- Approximately 1,700m² for productive farming land, 150m² for sustainability initiatives (such as compost), and 150m² for secure storage and meeting rooms.

Basic infrastructure



- Perimeter fencing and lighting – to control access for safety purposes, while ensuring the space has a welcoming aesthetic.
- Access to power and water so we can get on with the farming!
- Access for light vehicles and small trucks, for delivery of bulk materials.

Community access and spaces



- Public awareness is key to ensuring maximum community involvement, so land adjacent to other public spaces would be preferred.
- Access to shipping containers or demountable units that can function as classrooms and workshop space are desired.

Thank you

We hope to discuss this unique opportunity with you further.



project__76

██████████ - Owner of local sustainability enterprise Urban Revolution Vic Park.

"I've known ██████████ for over seven years. She is a passionate environmentalist, a learned and "practising permaculturalist, and someone who consistently gives to and enhances our Vic Park community. She is well known amongst her friends and colleagues for her can-do attitude and commitment to community building. An urban farm within Vic Park, with the ability to host volunteers and workshops would be a major asset to our community. It is my pleasure to support this proposal as it will activate a space, provide social inclusion and education, enhance local economy and the natural environmental, and provide waste reduction outcomes".

██████████ - CEO of Connect Vic Park, founder of Vic Park Community Garden Association Inc, and 25 years experience in disability and ageing policy, advocacy and service delivery.

"I employed ██████████ as the part time gardener at Connect Vic Park, a social housing provider and community hub. Together we developed a native garden as part of the Town of Vic Park's Urban Forest Strategy. Like me, ██████████ understands the social and environmental value of gardens and is committed to ensuring that gardening is an accessible experience for everyone. I would welcome the addition of a community focused urban farm as part of the train line redevelopment, and lend my support to her proposal".

██████████ - Owner of gold plate award winning local café, Social Manna.

"As the founder and owner of gold plate award winning cafe Social Manna, I'm always looking for impeccable produce, sustainable alternatives, and opportunities to build real community through my business. ██████████ produce has been exceptional, and her commitment to working with me and growing produce specifically to the need and wants of my menu is a rare opportunity for any business to have and an exceptional point of difference keeping in line with our core beliefs of L.O.C.A.L, love of coffee and locavore. I look forward to the opportunity for her to scale up the urban farm and her community engagement on sustainable gardening practices and waste reduction".

██████████ - Founder of Vic Park Soup with 10 years experience in local government facilities and programs.

"I founded Vic Park SOUP, the micro grant event through which ██████████ raised seed funding for her first public garden, Common Ground. Since then I have watched ██████████ permaculture passion and skills blossom, and I am an avid supporter of Project 76. As a Vic Park local and homeowner within 500 m of the train line I would warmly welcome an urban farm, and believe ██████████ has the community respect and energy to make it a success".

██████████ - Resident

"I have been buying produce from project 76 since it started because I was so excited about the concept of a hyper local source of food. When I visited, I could see the love, dedication and expertise being used to cultivate the produce. When I tasted the difference, I knew I wouldn't go back to buying from the supermarket.

I embraced cooking with what was seasonally available and I treasured the opportunity to pick my own produce and nibble on leaves while ██████████ shared her knowledge with me. I talk and post about my experiences with my friends and it has been so encouraging seeing them order from Project 76.

I relish the moments when farmer ██████████ tells me she has met another one of my friends who heard about Project 76 and had to try it. I would support an urban farm in Victoria Park wholeheartedly.

There is so much value to be gained from the entire process of shopping direct from a local farm and it would directly contribute to a healthier, happier and more connected community".

██████████ - Business Owner

"5 years ago I opened First Ave cafe in Kensington WA. With the ethos of providing a safe and nurturing place for humans to be humans. Offering a place of hospitality, First ave is, by nature, very focused on local.

Over the past ██████████ has been a source of nourishment. Not just for the cafe, but also through following her own passion to invest in community with her garden. I will continue to purchase her honest, local produce to offer through First Ave in the food I provide, and also for people to come and buy themselves. I have seen how important and needed her produce is ESPECIALLY for people in the community who live alone. Having access to FRESH organic produce, that they can buy singularly and not in excessive kilo packs ... means they have easy access to their morning coffee and chat, and can get their vegetables and fresh produce ... all wrapped up in a morning walk around the block.

This is simple living. And this is living simply.

We need more of it. We need ██████████ to continue to be supported in her passion to provide for our community."



March 2023.

To: Department of Planning, Lands, and Heritage.
Western Australian Planning Commission.
140 William Street Perth.

RE: Response to Public Consultation on VPDA2. Oats Street Station

Hello DPLH, and WAPC. Thankyou for being able to comment.

Some improvement and effort is needed. I have concerns, they are listed below.

Worry many of the wayward DA ideas, proposals will be cut and pasted into the next DA soon-to-be released by ALUA

Development Application. By Element.

Page 17. Public notification for 14 days? That is not enough time. Recommend 6 weeks at least.

Page 42. Staff crib room. Does that mean staff lounge? Is there enough space in that room for them (drivers)? Do the security patrol officers need to be separate to that Transperth driver lounge/break room?

Page 44. The Goods Shed at Claremont is crap. Ugly old shed, in the wrong location.

Page 46 mentions traffic signals to be put at Oats st/Bank St.

Overreliance on *Town of Victoria Park*, ignoring *City of South Perth*, *City of Canning*, *City of Belmont*. Oat Street Station has regional significance, and far catchment.

Seems western catchment and southern catchment has been ignored. Generally speaking western assumes circleroute 999 or nothing. Southern merely quotes a new route yet fails to indicate where it travels.

Additionally, where are new bus route possibilities from Oats station south along Oats Street, then north along Albany Highway? Nowhere.

Real lack of potential new bus routes.

What I am saying is how **you are not enhancing the functionality of bus services, the catchment of the train station** enough. (In contrast to your Page 64, 6.2.3. 5th point.)

Page 62, bottom paragraph, live up to your claims, *the project more holistically will deliver high quality new train stations with increased catchments and improved integration with bus services.*

Page 67, Conclusion.

Disagree, WAPC needs to make changes.

Overall Element and ALUA need some *courage* to put the real *values* in, and the *extra effort* to improve the aspects.

Appendix C. Detailed Planning Assessment.

Page 74, Perth and Peel @3.5m. 2nd paragraph, 1st sentence is Non-existent reason.

Unrelated, non-reason. Weak claim, *Plans to extend the Armadale Rail Line to Byford are included in the METRONET strategic plan for the South Metropolitan Peel sub-region to increase connectivity with the southern region.*

I'll offer you a more valid suggestion: Extending the Thornlie spur line through to Cockburn Central station will result in passenger rail volumes and increased rail services that necessitate the removal of all level crossings between Victoria Park and Beckenham, and an upgrade of the rail tracks and rail/bus stations to support (this reality).

Furthermore: Population growth is not the reason for any of the VPCLXR project. There is already enough population to warrant all of the upgrades. The Perth metro problem for years was funding. That is why none of it had happened yet.

Appendix F. Design Report.

Page 10. 1.3. Place Plan. Lower left. Multi-modal transition picture.

Clearly Milford Street is included for bus movements yet not Bank Street.

Were you relying on Place plans from *Town of Victoria Park*, OR was this your own creation/assumption. 'Why was the dead-end thinking at play'?

Reminder: the un-upgraded Welshpool Road and un-upgraded Sevenoaks Street was recent history connected to Bank Street for cars YET was closed due to through-traffic issues and safety issues (don't think there was traffic signals then). Now we are nearly INTO the future of all those local roads being upgraded (4 lanes, median/carriageways, AND the rail bridgework) so the former issues of that connection shouldn't be an issue. Especially if bus only access.

Yet where is the consideration?

Remind you again. It is a regional community accessing and using Oat Street station. Plus the void of there being no rail station in Welshpool, adding to the reliance of suburban Bentley and St James (Between Welshpool Road AND Leach Highway).

Page 78, 79 Goods Shed Claremont. Rather it not have been there.

If relocation of croquet clubrooms does occur, it needs to be done better. In location and placement. Be careful to get it right.

Note: Don't think Claremont station has escalator or lift access to the central platform. Mobility persons would find it difficult with the stairs there.

Page 127. 10.1. Movement Strategy. Oat Street station Bus interchange is on Bank Street side. Perfect for bus only connection to Welshpool Road/Sevenoaks Street.

Possibly *City of Canning* has not been consulted on how buses access Oats Street Station from the south.

Appendix J. Transport Impact Assessment Report. by ALUA

Page 9, 2.3. Narrow. Lack of City of Canning attractors. Such as Bentley Plaza District Centre.

Lack of mention of Curtin University, Bentley TAFE, Technology Park, major aged care site.

City of Canning has a 'Bentley District Centre, Activity Centre' there. They have planned for its upgrade of the retail site into the future. There is significant residential lands, retail lands, and commercial lands all set for redevelopment. To modernise and revitalise that area (Centred around John Street, Albany Highway, Ewing Street). John Street is a *District Distributor Road*, Sevenoaks Street is a ORR classification.

City of Canning has rezoned lands along Albany Highway as R80, and R60 along John St, and east of Ewing Street (along Albany Hwy) R100.

Direct bus connection to/from this *redevelopment area/District Centre*, would increase the amenity & liveability of it. Further encouraging redevelopment of the old, tired sites. Including Tate Street could take a bus down it.

Page 13 bottom, substantial volumes if only better bus services -more.

Plus Oats street bus services are not frequent enough during the day, during the night, and not frequent enough on Saturday evenings, Sunday, and Sunday evenings. New service/s need to be created. The circleroute 999/998 excuse has not improved in the past decade, so stop relying on it –it cannot solve some of the problems anyway.

Page 24, Note: *poor patronage* for Welshpool Station due to no buses to/from it or really by it. If only Bentley District Centre bus service to it -then patronage been there.

Pages 25, Table 4.3 False. No times listed.

Bus usage. Lack of service 998 at night from Oats Street Station westward. Plus lack of 998 from Shepperton Road/Oats Street westward. (Monday–Friday 8.55pm then 9.33pm, 10.03pm, 10.33pm. Saturday 6.55pm, 7.25pm final! Sunday 6.39pm, 7.09pm final!). Plus in the reverse direction, the 999 at night terminate at Oats Street Station Monday-Friday 9.59pm, 10.29pm, Saturday 7.45pm, 8.15pm, Sunday 7.17pm, 7.49pm!

Clearly Carlisle does not patronise the service! Compare that to night-time availability of Canning Hwy, Shepperton Rd/Albany Hwy 930, 507, 960 services.

The 'famed patronised circle-route service' ending hours earlier. *Town of Victoria Park*–St James, East Victoria Park, and Carlisle residents have to wear some of that blame. Did not enough of them want to use the service?

Bus route 285 Oat station east, via Orrong into Welshpool, then east further into the industrial area.

286 new, unlisted. Real lack of detail.

Real doubt that the next ALU DA will included that detail

Table 4.3 Deceptive. Generalised fake. Without real scrutiny and analysis by ALUA. Get some moral courage and raise the bar (in effort) here.

Page 31, 4.3. Where is the updated Station Access Strategies? Produced when? Not seen them. Another reason your Report is lacking, inadequate.

Page 33, 5.1. Simple. All in the wording, *walkable catchment of Welshpool Station*. Overall failure by PTA, planners, ALUA. Your ignorant narrow focus (and interpretation).

Page 38, 5.3. Roads/Intersections changes. Page 39.

None for Sevenoaks St/Welshpool Road/Bank St. In effect: No consideration.

New Oats Station bus entry is western side. ie. Bank Street. Priority should be "to the station". ie. Left from Welshpool Road OR direct from Sevenoaks Street.

Page 39, 6.2. **The surrounding road network is not expected to have significant modifications other than the removal of the level crossings.**

Page 43. Conclusions.

Pt 1 is a failure for bus, The proposed development provides increased permeability for people accessing the station by walking, riding, bus or by vehicle.

Pt 8 is far too generalised, *The proposed development supports increased bus movement as well as bus-train transfers with increased capacity provided at Oats Street Station bus interchange, in addition to improved amenity at the bus interchange.*

Pt 9 is false, *Proposed bus route 286 would support access to rail for the catchment surrounding Welshpool Station.*

Flat out lie. Show us the route map.

Additionally.

Metronet knew in July 2020 Bank Street needs to 'bus only' connected to Welshpool Road/Sevenoaks Street.

(Note: There was a road connection many years ago.)

A bus connection from Welshpool Road/Sevenoaks Street, via Bank Street is needed to the *proposed new Oats Street Station*.

A bus-only access point from there, due to Oats Street being a busy with traffic. To allow quicker bus access to Bentley, Welshpool, Queens Park and beyond.

Better bus services mean greater patronage and more services.

A frequent, regular bus services THAT travel down John Street(past Bentley District Centre), down Sevenoaks Street, into Bank Street and to the new Oats Street bus interchange.

A direct, fast service. No 'weaving in East Victoria Park streets'.

By closing Welshpool Station, and upgrading Welshpool Road/elevated rail, you need to provide for that *St James, Bentley East community*. Currently, most of their bus services are confined to Albany Highway/Shepperton Road, and they must switch at Oats Street, OR walk down from Shepperton Road to the rail station.

Please attend to the outstanding issues, BEFORE approval.

Regards.



Emma Haak

From: [REDACTED]
Sent: Monday, 27 February 2023 08:43
To: Level Crossing Removal (LXR); Hannah.Beazley@mp.wa.gov.au
Subject: Safety and security for the Carlisle rail overpass.

Follow Up Flag: Follow up
Flag Status: Flagged

[REDACTED]

I recommend ensuring full coverage by monitored surveillance cameras and bright lighting to prevent these places becoming a gathering place for vagrants and undesirables.

As soon as you allow these areas to become habituated by persons who will negatively affect the safety, security of others and feelings of vulnerability it will become the same terrible situation as the main Perth train station in the city.

It is evident that a not an insignificant amount of crime affecting the residents of Carlisle is caused by those offenders who utilise train services to travel between other suburbs to connect with the criminal event that sit within distinct pockets in the area. Disincentivizing activity that creates either a sense or actual vulnerability to crime should be one of the primary elements in design.

Regards

[REDACTED]

Sent from my iPhone

Emma Haak

From: [REDACTED]
Sent: Wednesday, 8 March 2023 08:02
To: Level Crossing Removal (LXR)
Cc: Hannah.Beazley@mp.wa.gov.au; Mayor Karen Vernon; aveluta@vicpark.wa.gov.au
Subject: SUBMISSION: METRONET Victoria Park-Canning Level Crossing Removal Project
Attachments: EVPPS PandC LXR Submission 080323.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from evppspandc@gmail.com. [Learn why this is important](#)

Department of Planning Lands and Heritage
Precincts and Projects

Good morning,

Attached is a submission from the East Victoria Park Primary Schools Parents and Citizens' Association Inc., in response to the Western Australian Planning Commission's public comment on a ***development application from ALUA relating to the construction of the proposed Carlisle and Oats Street Stations and landscaping for the Victoria Park-Canning Level Crossing Removal project.***

East Victoria Park Primary School (EVPPS) <https://eastvictoriaparkps.wa.edu.au/> and East Victoria Park Education Support Centre (Ed Support) <https://eastvictoriaparkesc.wa.edu.au/> share the grounds at 30 Beatty Avenue East Victoria Park WA 6101. Approximately 70 incredible and dedicated staff are responsible for the education of almost 450 children.

The two schools are part of the South Metropolitan Education Region. EVPPS was established in 1914, and gained Independent Public School status in 2013. There are currently 395 students and 45 staff. The student community represents more than 55 cultures, and 50% of students have a language background other than English - a testament to the school's motto ***Celebrating Diversity***. The school principal is supported by the school board, the governing body of the school in leading the strategic direction of the school.

In 1988, the East Victoria Park Education Support Centre was built as a partner school to EVPPS. Currently there are 45 students and 27 staff. The Ed Support Centre's purpose is to provide each child with opportunities, through individual education programs and small group teaching to maximise the development of mental and physical well being, positive responsible attitudes and skills for lifelong learning, in support of its motto ***Celebrating Diverse Abilities, Nurturing Beautiful Minds***.

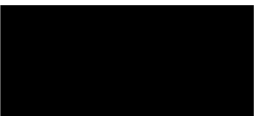
The East Victoria Park Primary Schools' Parents & Citizens Association (EVPPS P&C) Incorporated consists of parents and citizens (including staff) from the whole school community. It is affiliated with the WA Council of State School organisations, <https://www.wacssso.wa.edu.au/>. The EVPPS P&C aims to provide its children with the best possible childhood and support while in primary school education, and grow a strong and vibrant wider school community.

This submission has been created in consultation with the schools' principals, the Chair of the School Board and members of the EVPPS P&C. Members of this group also attended the Metronet information session held at Hannah Beazley MP's office on Wednesday 1 March, and spoke with members of the Metronet team about many of our concerns.

We invite Metronet to come to the school and meet with the EVPPS P&C and the wider school community to talk through the issues we have identified. With the closure and demolition of the line right beside the school expected to start later this year, it is imperative that this meeting is held as soon as possible.

Yours Sincerely

The East Victoria Park Primary Schools Parents and Citizens' Association Inc.,



East Victoria Park Primary Schools Parents and Citizens' Association

<https://eastvictoriaparkps.wa.edu.au/information/pc-association/>

<https://www.facebook.com/EastVicParkPandC/>

Introduction

East Victoria Park Primary School (EVPPS) <https://eastvictoriaparkps.wa.edu.au/> and East Victoria Park Education Support Centre (Ed Support) <https://eastvictoriaparkesc.wa.edu.au/> share the grounds at 30 Beatty Avenue East Victoria Park WA 6101. Approximately 70 incredible and dedicated staff are responsible for the education of almost 450 children.

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Yours Sincerely

The East Victoria Park Primary Schools Parents and Citizens' Association Inc.,
evppspandc@gmail.com

Submission Summary

This submission by the East Victoria Park Primary Schools Parents and Citizens' Association Inc., (EVPPS P&C) is to the Western Australian Planning Commission on a ***Development Application (DA) from the Armadale Line Upgrade Alliance (ALUA) relating to the construction of the proposed Carlisle and Oats Street Stations and landscaping for the Victoria Park - Canning Level Crossing Removal (LXR) project.*** (<https://www.wa.gov.au/government/document-collections/carlisle-and-oats-street-stations-development-applications>)

The comments primarily relate to the area after the Miller Street Crossing, directly adjacent to the school grounds where the viaduct begins; the Carlisle Street Station to which the school is a major adjacency on Mint / Archer Street; and; the impacts that will or may arise during the project construction and ongoing operations within and around the schools once the line is reopened.

The EVPPS P&C wish to express its qualified support for the Level Crossing Removal (LXR) project. It recognises this major infrastructure investment will deliver transformative benefits to the local community.

However, the EVPPS P&C has significant safety and amenity concerns regarding the current project scope and the direct and indirect impacts to the school community, specifically during the construction period (demolition and new construction) and ongoing operations. While these concerns do not fall within the boundaries of the rail corridor itself, they are attributable to the LXR proposal. Unless addressed, these issues will impact the many hundreds of primary school aged students (including numerous students with special needs), staff that attend the schools daily, the students' families as well as other visitors to the schools that make up the wider school community.

Consultation and communication

Despite being a major, directly adjoining site to the LXR project, it is unclear the extent to which EVPPS and Ed Support have received detailed consideration throughout the design and consultation processes. There appears minimal mention of EVPPS and the Ed Support in the Development Application (DA) documents. In comparison, use of the rail reserve by people associated with other nearby sites (TAFE, Harold Hawthorne Centre) along the LXR project length have had explicit consideration, with specific project scope elements included to cater to their perceived needs. It should be noted here that although the two schools share the same site, they operate independently of each other and each school has their own principal, teaching and support staff, and office administration. Consulting or informing EVPPS of matters related to the LXR is not consulting the Ed Support and vice versa.

It is essential that respectful and timely consideration be given to communication processes with both schools during the construction phase. Both schools have a significant number of students with disabilities, particularly Autism Spectrum Disorder (ASD). [ASD](#) is a developmental cognitive disability that impacts on communication, sensory processing, emotional regulation and behaviour. Hence, some students have sensitivity to noise and vibration, and many have difficulty coping with change. Even a simple unexpected change in routine can be catastrophic for students with ASD. We require time and notice to preview any changes with our students and their parents and carers.

As outlined earlier, many families at the schools have a language background other than English. Some information on Metronet and the works occurring adjacent to the school may need to be communicated in other languages.

Operating hours and peak times

The schools' site is open between the hours of 7am and 6pm (there is also an after school care provider on campus). There are almost 600 people (students and staff) at the schools each day (Monday to Friday) during school terms. In addition to this, there are several hundred more people coming and going from the school each day, predominantly to drop off their children (7am-9am) or pick them up (3pm-6pm). The peak times for drop off are 8.15am to 9.00am and the peak times for pick up are 2.30pm to 3.15pm.

Scope of works of the start of the viaduct between Miller Street Crossing and Mint / Archer Street

The scope of the DA out for public comment is the public realm between Mint / Archer Street and Oats Street. The EVPPS P&C would like a more detailed briefing on the plans for the line that runs between Miller Street and Mint / Archer Street that is directly adjacent to the school site, including the proposed embankment construction and the rise of the viaduct. We also seek clarification on whether there is any public realm directly adjacent to the school, the change in school boundary for the bus stop, as well as other issues that may come to light as part of our meeting with Metronet.

This submission highlights a non-exhaustive list of critical issues and some potential suggestions, organised by the construction period, followed by ongoing operations. The potential cost of addressing these concerns would only represent a tiny portion of the overall project capital cost. It is requested that the offered issues and suggestions are considered as additional conditions of development application approval.

Cross government / agencies collaboration and integrated design solutions

We are concerned that the jurisdictional approach to the project's focus on the rail corridor will not achieve the best integrated design solutions to the areas directly adjacent to the project zone, in this case the EVPPS and Ed Support schools' site. This is particularly in the case of the roads and traffic safety issues we have identified in this submission. We have provided this submission to Member for Victoria Park Ms Hannah Beazley MLA, the Town of Victoria Park Mayor Ms Karen Vernon and Town of Victoria Park CEO Mr Anthony Vuleta to ensure that the adjacencies and interdependencies of these these areas and their users are more fully considered with integrated solutions.

Our preference is that the portion of Mint Street between Beatty Ave and Bank Street is included within the Metornet project boundary to ensure the best pedestrian design and traffic safety for primary school aged children.

As stated earlier, the EVPPS P&C welcomes the opportunity to discuss any and all of these issues with Metronet and invites them to hold consultation sessions at the school with the students, teaching staff and wider school community.

1. Construction period

Individual student, staff and school community safety, continued education and general wellbeing

The following types of condition on DA approval should be considered:

- A clear communication plan and consultation process with the two schools that outlines the demolition and new construction phases from Miller St crossing to the Carlisle train station to ensure that all reasonable steps are in place to ensure the continuing safety, education and general wellbeing of students, staff and the school community
- An emergency response process for incidents that may arise along the boundary between the rail corridor and the schools
- That the wider school community is met with for regular briefings on the proposed schedule of construction (demolition and new work) and opportunities for Q&A are provided
- That the project works with the two schools on timing of the most disruptive work to minimise impact where possible to student education such as undertaking work during the school holidays
- That monitoring and regular meetings are included in the timeline so that the schools and its school community can provide feedback on impacts they are experiencing as a result of demolition and / or new construction works

Demolition works and new construction works - noise, vibration, dust and contaminants

The following types of conditions on DA approval should be considered:

- A clear communication plan and consultation process with the two schools that outlines both the demolition and new construction phases from Miller St crossing to the Carlisle train station to ensure that all reasonable steps are in place to minimise noise, vibration, dust and other contaminants impacting on the day-to-day activities of the schools
- The requirement for the builder to provide advanced warning to EVPPS before any period of particularly noisy demolition and / or new construction activities
- A process for the schools to report unacceptable levels of noise, vibration, dust, contaminants and other hazards to the project's construction manager so they can be addressed as quickly as possible
- Pre works inspection of the schools' infrastructure and regular monitoring to ensure that the works do not damage school buildings and other infrastructure and equipment
- Monitoring devices for noise, vibration, dust and contaminants are in place and reports are provided to the schools as required
- Appropriate site fencing and signage along the rail reserve, with due consideration of the school oval and students
- The project has written approval from the schools prior to undertaking any overhead work such as the flying of drones that may capture images of students or the schools
- Ensure no loss of mature trees within the school boundaries

The LXR will be a heavy engineering construction site directly adjacent to EVPPS. The demolition and / or new construction noise may negatively impact classroom learning. A number of demountable classrooms have been developed in recent years, closer to the rail reserve. There are students in

attendance at both schools who have significant sensory processing difficulties who will require additional support throughout this project.

EVPPS regularly hosts assemblies and some other events such as carnivals. The noise from current rail operations already negatively impacts the amenity of these events.

An embankment and mature trees run along the edge of the school site boundary next to the rail reserve. School ovals and play areas are next to the embankment. While this is out-of-bounds, it is easy for students to walk over the embankment, to be out-of-sight from teachers and directly next to the rail corridor fencing. This may be a significant risk if heavy construction activities are occurring just on the other side of this fence, and the installation of a secondary inner fence boundary on the school site could be discussed with the school.

Traffic safety - Beatty Avenue and Mint / Archer Street and Bank Street

The following types of conditions on DA approval should be considered:

- A road safety audit for the construction period/s
- The requirement for the builder to provide advanced warning to EVPPS and Ed Support before any impact to road access
- A requirement for the builder to seek to limit impacts to road access during school drop-off and pick-up times
- A pedestrian pathway that is available from Archer Street to Mint Street to enable students from Carlisle and Lathlain to continue to access the school. The continued availability of pedestrian and cycle access to school will help alleviate the need for everyone to drive to the school for drop offs and pick ups
- Heavy vehicle travel routes for building site access should be stipulated to avoid travelling directly past EVPPS and Ed Support where possible
- Consider whether the John Bissett Reserve site office and laydown area should continue to be utilised for the main construction works, and if so, with any further conditions so that some of what has been recently experienced can be avoided
- An integrated design approach to traffic management for the road network adjacent to the rail corridor boundaries. For the project team to work with Main Roads WA and the Town of Vic Park to ensure pedestrian safety and safe traffic flow is maintained to the school site

Like many inner suburban areas, traffic is busy in peak periods, including before and after school. The school is bordered by two roads – Beatty Avenue and Mint Street. The traffic volumes on Mint Street are very high either from Shepparton Road or Archer Street. There are daily safety incidents with motorists at the Mint Street traffic warden crossing. Suzanne the 'lollipop lady' is a beloved member of our community, and she is already stressed.

Students travel by foot, bike or by vehicle from all directions including Lathlain and Carlisle (Archer Street and Roberts Road), Victoria Park (Miller Street, Sunbury Road, Beatty Ave, Mint Street) and East Victoria Park (Mint Street, Bank Street, Beatty Ave, Carnarvon Street). It is anticipated that the construction period will have a significant negative impact on access to and from the school.

A high volume of heavy vehicle movements directly adjacent to the school could occur over an extended period. There may also be restricted road access, resulting in greater vehicle congestion and potentially dangerous driving by impatient drivers.

The current enabling works for undergrounding of the power lines along Beatty Avenue provide a very strong demonstration of negative impacts already felt by the school community. Road access along Beatty Avenue has been restricted for extended periods. In at least one instance, Beatty Avenue road access was closed completely by the builder, on a school morning, with no notification provided to the schools at all. This caused significant disruption and delay for families.

Safety issues may also persist if the site office and laydown area in John Bissett Reserve, currently being for the power line undergrounding enabling works, is retained for the main construction works.

School teaching staff from both schools and Town of Victoria Park rangers are on Beatty Ave daily in the morning and afternoon, doing their best to make these peak periods of vehicle activity safe. One suggestion would be to consider making Beatty Ave a one way street running from Miller to Mint during the construction period.

2. Ongoing Operations

Traffic safety

The following types of conditions on DA approval should be considered:

- A road safety audit for the operating period
- Road upgrades to Mint Street, from the rail reserve to the Beatty Avenue intersection, including:
 - Pedestrian crossing enhancements (e.g. signalling, wider median crossing islands, road markings, raised crossing points) for all four sides of the Beatty and Mint Street intersection
 - Consideration for ensuring access to the EVPPS car park off Mint Street
 - Ensuring alignment with the Town of Victoria Park's concept design for the future Mint Street upgrade, including the installation of protected bike lanes
 - Consideration of the appropriate design of bus stops.
- Road upgrades to key streets used by students (often independently) to get to school including Archer Street, Beatty Ave, and Bank Street such as pedestrian footpaths and a clear journey for students to correctly identify and use the designated children crossings
- Widening of footpath on eastern side of Beatty Avenue from Mint Street to the main school entrance
- Extension of the 40km school zone into Archer Street to give motorists more time to adjust their speed in their approach to the school on Mint Street

Removal of the Mint Street boom gates will impact traffic conditions. Traffic volumes will increase as drivers will be able to make this their preferred and most direct route, for example from Belmont to Vic Park via Wright Street to Orrong Road to Archer Street / Mint Street and up to Albany Highway. Urban infill is bringing more cars into the suburbs. The EVPPS P&C does not agree with the

assumptions in **Appendix J - Transport Impact Assessment Report** that the number of Vehicles Per Day on Mint / Archer Street will stay the same. The same appendix does not record that Mint Street from Beatty Ave to the current rail crossing is a 40km school zone.

EVPPS P&C believe that as the traffic flow will be more continuous with the level crossing removal, there will be no stopping or slowing of vehicles for extended periods at the rail corridor. Therefore the LXR will have direct flow on impacts on how EVPPS students and families cross over Mint Street (currently at the corner of Mint St and Beatty Ave) a short distance away during the peak student movement times in the morning and afternoon.

The DA documentation shows that pedestrian and cyclist movements have been carefully designed for the immediate surrounds of the future Carlisle and Oats Street Stations. This includes for the Principal Shared Path (PSP) crossing points, and other pedestrian crossing points along Rutland Avenue and Bank Street.

The EVPPS P&C seeks further consultation with Metronet on the traffic calming and pedestrian access currently proposed in the DA on Mint / Archer Street and the corner of Bank and Mint Streets to ensure that there is an equivalent level of design consideration, seamless integration and road safety upgrades to ensure safe school access and where this should best occur. We note that signalling has been identified as a requirement at Oats Street, but not for Mint / Archer Street. We believe more work is needed on the design of pedestrian and cycling access around the Carlisle Train Station streets to ensure that children are highly visible to motorists and can arrive at school safely. We would also like to know if more bus routes will travel down Mint / Archer Street which would result in an increase in the number of buses using the street.

While the Town of Victoria Park has proposed to upgrade Mint and Archer Streets, the timing and level of current funding commitment to upgrade this section of Mint Street is uncertain. Therefore it is necessary for the LXR project itself to undertake required road safety upgrade works along Mint Street / Archer Street.

Amenity (noise, vibration and visual)

The following types of conditions on DA approval should be considered:

- Additional noise impact assessments be undertaken, with the specific focus on EVPPS and Ed Support
- Additional noise mitigation measures for the section of track adjacent to EVPPS.
- Additional vibration monitoring once the line is in operation to ensure it is operating in accordance with its specifications
- Tree plantings to create an attractive green canopy, and to provide enhanced screening from the new elevated structure.
- Other beautification elements to be considered along the boundary between the rail corridor and the school

Noise mitigation impacts have been considered for the LXR project overall, and mitigation measures have been incorporated into the project scope. However it is unclear the extent to which the likely noise impacts specifically on EVPPS have been considered.

EVPPS is already lucky to have many mature trees throughout the school grounds. Additional planting near to the rail reserve may improve the noise and visual screening.

Education opportunity

EVPPS P&C considers the public realm at Carlisle Train Station a fantastic education opportunity for its students. We note that Transperth has various education programs such as Get On Board and a dedicated education team.

With the high number of education facilities in the area, we believe there is a great opportunity for the unique elements of the viaduct project and the new Carlisle Train Station to be an 'Education Station' that give students first hand insight into topics such as public transport, sustainability, urban design and architecture to name a few.

Some of the landscaping and interpretation could support Carlisle train station as a place where classes could go and walk around beneath the train station and learn about the project. A few carefully designed interpretive panels, or 'exposed' workings of the station and the viaduct transport design could make the station such an educational asset to the wider Town of Vic Park community and further enhance the public realm proposed.

We would like to explore this idea with the EVPPS and Ed Support school staff and Metronet in the finalisation of the public realm at Carlisle Train Station.

Thank you

The East Victoria Park Primary Schools Parents and Citizens' Association Inc.,

evppspandc@gmail.com

Emma Haak

From: [REDACTED]
Sent: Tuesday, 7 March 2023 10:35
To: Level Crossing Removal (LXR)
Subject: VICTORIA PARK-CANNING LEVEL CROSSING REMOVAL STATIONS AND LANDSCAPING DEVELOPMENT APPLICATION

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from gavin.godfrey@communities.wa.gov.au. [Learn why this is important](#)

Dear WAPC,

Thank you for your letter dated 7 February 2023 in relation to the above redevelopment. Communities owns a large number of properties adjacent to the proposed upgrades (Victoria Park through to Canning Stations), and are likely to be affected in some way by the development.

Communities is generally supportive of the proposal, as it will improve public transport availability within the local area and to our properties, however we would like to request consideration of the following matters:

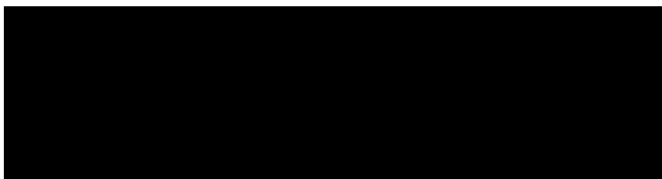
Accessibility – the station development should be fully compliant with the relevant universal access requirements in order to be fully accessible and cater for those persons with mild to moderate disabilities. Clear signage, accessible platforms and high quality finish complimented with landscaping which is regularly maintained will ensure these stations become well-used and valued community assets.

Architectural Screens – any decorative screens should be appropriately designed to reflect local character and be relevant to the locality. Ideally this could be designed in conjunction with the local authority.

Mature landscaping – more mature trees could be proposed and planted within the proposed station redevelopments. These provide natural shade and significantly improve the amenity of the station.

Please contact me if you require clarification on the above.

Kind regards,



Department of Communities
P 08 6414 2553 (Teams)

Level 5, 130 Stirling Street, Perth, 6000
W communities.wa.gov.au



Government of Western Australia
Department of Communities

The Department of Communities acknowledges the traditional owners of country throughout Western Australia and their connection to land, waters and community. We pay our respects to them and their cultures, and to their elders past and present.

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