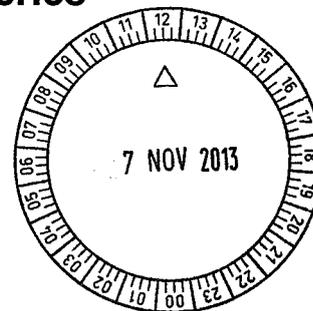




## Treasurer; Minister for Transport; Fisheries

Our Reference: 30-41590



Hon Stephen Dawson MLC  
Deputy Chair  
Standing Committee on Environment and Public Affairs  
Parliament House  
PERTH WA 6000

Dear Mr Dawson

Thank you for your letter of 12 September 2013 regarding Petition No 11 which has been tabled by the Hon Ken Travers MLC in the Legislative Council on behalf of Ms Lesley Richardson regarding new rail yards at Claisebrook.

The Public Transport Authority (PTA) submitted a Development Application (DA) to the Metropolitan Redevelopment Authority (MRA) who has control over the land in question on 4 July 2013 requesting approval to undertake development of Lots 1042 and 500 (No 122) Kensington Street East Perth to construct additional railway tracks for the purposes of railcar storage. The PTA's DA also included a request for approval to construct a noise attenuation wall.

I understand that the MRA have undertaken a preliminary assessment of the proposal against the requirements of the Central Perth Development Schedule and relevant Development Policies. In addition, the proposal has been referred to the City of Perth and the Department of Environment and Regulation (Noise Management Branch) (DER) for consideration and comment.

The DA was also advertised to the public and at the close of the submissions period the MRA advised that they had received 13 objections and one petition with 118 signatures objecting to the proposed development. Key issues that were raised by the public during the submissions period included noise, vibration, dust, overshadowing, electromagnetic energy and reduced property values as a result of the proposed development. Ms Richardson also wrote to the Premier on 14 July 2013 and again on 24 July 2013 raising her concerns regarding the completeness of the PTA's submission to the MRA. It is noted that these same issues are highlighted in Ms Richardson's letter of 23 August 2013 which forms part of her petition to the Standing Committee on Environment and Public Affairs. The Premier responded to Ms Richardson's letter on 23 September 2013 and a copy of that response is enclosed for your information.

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Ms Richardson's suggestions that the MRA has not progressed the assessment of the DA with due process and diligence including her concerns that an incomplete DA has been referred to the City of the Perth and the DER for comment, that the proposal contravenes the planning visions for East Perth and that the MRA has only consulted with the residents along the adjoining Lot 500 and therefore is inadequate are matters which the Standing Committee must direct to the Minister for Planning, the Hon John Day MLA for comment.

Nevertheless, I can respond to the three part questions numbered (a) through to (c) as outlined in Ms Richardson's petition to the Standing Committee. It should be noted that the PTA has no plans to construct a rail depot as part of the Forrestfield-Airport Link project and therefore the response to each part question will be with respect to the existing and the proposed extension of the Claisebrook Depot only.

**(a) If the proposed rail yards are required**

The PTA's electric railcar fleet consists of two model types, the "A" Series and the "B" Series. The "A" Series railcars operate as a single or multiple sets of two railcars whilst the "B" Series operate as a single or multiple sets of three railcars.

The Claisebrook Depot was established as part of the Perth Urban Rail Electrification Project specifically for the service of the "A" Series railcars. This Depot has specific maintenance facilities for two railcar set trains, including underfloor jacks which are not compatible with the later "B" Series railcars which have a three railcar set configuration. The Nowergup and Mandurah Depots were built to service and stow the "B" Series railcars overnight and between the morning and afternoon peak periods and incorporate servicing facilities based on a three railcar set configuration.

It has been previously possible for the PTA to absorb the inconvenience and cost associated with stowing "A" Series railcars at the Nowergup Depot after they are serviced at the Claisebrook Depot, because a limited number of "A" Series railcars are currently still in service on the Mandurah and Joondalup lines, however this will change when the new "B" Series railcars currently on order, commence into service.

Planning for the distribution of railcars to lines across the public transport network has always envisaged that the acquisition of sufficient "B" Series railcars to run exclusively on the Mandurah and Joondalup lines would also trigger the release of any remaining "A" Series railcars to be used exclusively on the Armadale, Fremantle and Midland lines and consequently stowed at the Claisebrook Depot. Accordingly, the ongoing stowage of any "A" Series railcars at the Nowergup Depot after this adjustment would be in conflict with this operating plan as it would involve unproductive dead running to and from the Nowergup Depot simply for stowage.

Therefore the need to efficiently service and stow the entire "A" Series railcar fleet at the Claisebrook Depot for the exclusive use on the Armadale, Fremantle and Midland lines requires the construction of additional stowage capacity for eight individual railcars or four x two railcar sets.

**(b) Whether rail yards at this location will adversely impact on the Government vision for this corridor**

Although the planning visions for East Perth including the Graham Farmer Freeway are matters for the Minister for Planning to address, the stabling of railcars will not impact the current visual amenity and entry statement into the City via the Graham Farmer Freeway as the proposed addition to the Claisebrook Depot has been designed to minimise such impacts.

**(c) Whether expenditure on these rail yards is a waste of tax payers funds in light of a proposed new rail depot**

There is no requirement or plans to construct a Depot for the Forrestfield-Airport Link as the PTA anticipates that the supply of rollingstock for this service will be provided from the existing Depots.

In closing and as you would appreciate, as Perth's population increases and the City experiences growth in congestion, the very critical role public transport plays for the entire community cannot be understated and these proposed works to increase stowage capacity at the Claisebrook Depot are a vital part of the public transport infrastructure requirements for this City into the future. The PTA will comply with all regulations and policies with respect to the DA currently being assessed by the MRA.

PTA has maintained contact with adjoining residents, including Ms Richardson, and continues to respond to their enquiries through email, written correspondence, phone calls and public consultation briefings to discuss the project. The PTA remains confident that the DA process continues to be the most appropriate and effective channel to ensure that concerns from all parties can be captured and considered properly in the MRA's final decision in relation to this project.

Thank you for writing to me on this matter.

Yours sincerely



Troy Buswell MLA  
**MINISTER FOR TRANSPORT**

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## Premier of Western Australia

Our Ref: 24-159390/JH

Ms Lesley Richardson

Dear Ms Richardson

Thank you for your emails of 14 July 2013 and 24 July 2013 outlining your concerns regarding the Public Transport Authority's (PTA) proposal to develop the Claisebrook Depot and the Metropolitan Redevelopment Authority's (MRA) involvement in the subsequent Development Application (DA).

Firstly, as the PTA and the MRA are both agencies of the Government, they are obliged to comply with all regulations and policies with respect to any development process. The PTA has engaged a consultant to address all environmental concerns such as noise and vibration mitigation which coincidentally is normally included within a DA process.

I refer to your comments regarding the completeness of the DA submitted by the PTA on 4 July 2013. Preliminary drawings were accepted by the MRA as the final design could not be established until consultation regarding the noise mitigation measure had been discussed with residents as promised at the PTA's meeting which you attended on 6 June 2013. I understand that only two additional pieces of information were required to complete the DA at the time it was initially submitted, which included the report detailing vibration measurements and a report outlining the most appropriate noise mitigation measure.

The vibration report was submitted to the MRA on 23 July 2013 and will be considered by the MRA and the Department of Environment and Conservation as part of the DA process. The PTA has recently appointed a consultant to advise on what the most appropriate noise mitigation measure is, the likely materials and its appearance. As per the PTA's previous commitment made at a meeting with residents, they will be invited to participate in finalising the noise mitigation measure's design (subject to DA approval) which will ensure that an appropriate outcome is reached. Your concerns regarding train movements and the integrity of the noise report undertaken by the PTA can be properly addressed in accordance with the DA process.

With respect to your concerns that the MRA have not adequately consulted with residents, the MRA has advised that once the DA application was received from the PTA, they would undertake an initial assessment of the works proposed and determine if advertising was required. Consequently, the MRA published a notice within *The Voice* newspaper on 13 July 2013 and also sent letters to adjacent property owners on 15 July 2013 advising that those property owners have until 5 August 2013 to register their comments regarding the works.

The MRA has advised that at no time did they advise that each resident would be notified, rather that the MRA would undertake whatever advertising process they found to be necessary which has been summarised above.

I understand that during the meeting with the PTA on 6 June 2013, residents were advised that these Depot development works will allow for stowing of additional railcars, noting that the new railcar orders sees progressive delivery from late 2013. At no time has the Government given any commitment to residents that the Claisebrook Depot would not be developed in the future.

As you would appreciate, as Perth's population increases and the City experiences a growth in congestion, the very critical role public transport plays for the entire community cannot be understated and these works are a vital part of the public transport infrastructure required for this City.

I am aware that the PTA has offered to discuss any matters regarding these works with you and other residents at a time and location of your choosing. In addition, I also note that the PTA has offered to arrange for residents to meet with the environmental consultant to address key concerns regarding noise and vibration matters. Given these commitments by the PTA and the obligations outlined in the DA, I am confident that your concerns will be properly addressed through these channels.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Colin Barnett', written in a cursive style.

Colin Barnett MLA  
**PREMIER**  
23 SEP 2013