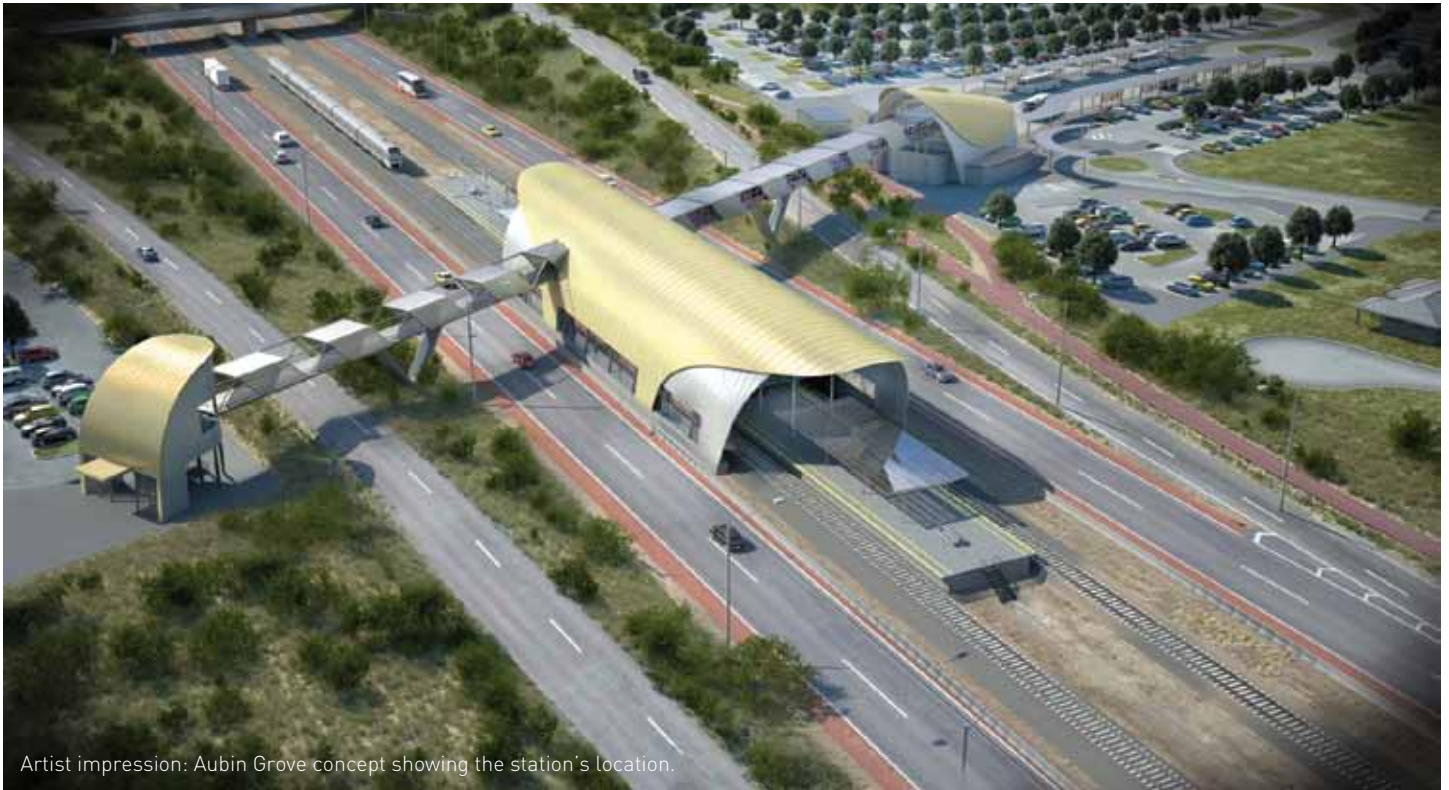




Aubin Grove



Artist impression: Aubin Grove concept showing the station's location.

The \$80 million Aubin Grove Station will cater to the growing communities in Perth's southern suburbs.

Like many of stations along the Mandurah Line, Aubin Grove will be located in the median of the Kwinana Freeway, just north of Russell Road.

More than 3900 passengers are expected to board at Aubin Grove each day, which will be connected by two footbridges to link the station to the communities on either side of the freeway.

Features of the project include:

- A multi-modal station with approximately 2000 parking bays
- Six buses feeder services into Cockburn and Aubin Grove stations

- Bicycle facilities and connections to local paths
- Two three-railcar trains acquired to accommodate the extra passengers

- Passenger amenities, including toilets, lifts, stairs and escalators
- Construction will begin in 2015 and be completed at the end of 2016.

Project in numbers

\$80 million	Expected project cost
3900	Boardings a day
2000	Parking bays
22-23 minute	Approximate train journey to Perth
29-30 minute	Approximate train journey to Mandurah
6	Bus feeder services
2	Three-car trains ordered

Project information





Artist impression: More than 3900 passengers are expected to use Aubin Grove.

Accessing Aubin Station

Aubin Grove will provide passengers with convenient access by integrating the station with bus services, existing bicycle and pedestrian footpaths, a passenger drop-off area and parking.

Train

Located on the Mandurah Line, Aubin Grove will be served by trains travelling the full distance from Mandurah to Perth, and vice versa. This journey is expected to take approximately 22 to 23 minutes to Perth and 29 to 30 minutes to Mandurah. The service which terminates at Cockburn Central will not extend to Aubin Grove.

Bus

Six feeder bus services will operate from a designated transfer facility, with bus access from Russell Road. Three of these services will operate between Cockburn Central and Aubin Grove and the remaining services will run as south of Aubin Grove as possible to ensure the growing area is adequately covered.



Artist impression: Aubin Grove caters to Perth's growing southern suburbs.



Artist impression: Two footbridges will safely connect Aubin Grove to the community.



Car

To cater for the majority of passengers arriving by car, Aubin Grove will include a designated Kiss 'n' Ride drop-off area and 2000 bay car park.

Majority of the car park will be located west of the station beneath Western Power's high voltage transmission lines, with access off Russell Road, Wentworth Parade and Rutherford Road. Two smaller connected car parks will be located east of the station with access from Hygela Boulevard.

See 'Traffic Impacts' for more information on how access to these parking areas will be managed to minimise local traffic impacts.

Cycling / Walking

With approximately 600 passengers expected to arrive by cycling or walking, Aubin Grove will be connected to the community's principle-shared path networks located on both sides of the freeway. Details of the bike facilities provided at Aubin Grove will be finalised when the station's design is completed.



Traffic impacts

Following traffic modelling, an access strategy was developed to minimise Aubin Grove's impact on major and local roads.

As part of this strategy the bus transfer facility, Kiss 'n' Ride and majority of parking access will be from Russell Road.

The 2000 bay car park will be sectioned to restrict the number of people using local roads to access the car park. The largest of these

sections will be accessed off Russell Road. Details of the number of bays in each section will be developed as the design progresses. The divided sections and their access roads are:

- Car park 1: Wentworth Parade
- Car park 2 and 3: Russell Road
- Car park 4 and 5: Rutherford Road
- Car park 6 and 7: Hygela Boulevard

Western Power High Voltage Transmission Lines

The underutilised land beneath Western Power's high voltage transmission lines will cater for majority of Aubin Grove's 2000 bay car park – one of the largest on the rail network.

Converting this land into usable space is not uncommon in Perth. For example Guildford Grammar has a sporting field beneath similar transmission lines.

To ensure passenger health and safety is maintained, an independent study into the electromagnetic field (EMF) strength directly beneath the transmission lines was conducted.

The study found there was nothing about the conditions at Aubin Grove which doesn't exist elsewhere on public roads, parks, rural land and residential backyards throughout the world.

Environment

Vegetation

As majority of the future Aubin Grove site has already been cleared of native plants, minimal clearing will take place west of the Kwinana Freeway. Surveys of this area have found the area to be dominated by weeds and introduced plants with no Threatened or Priority Ecological Communities.

Noise

While it is not anticipated that the parking facilities will have any noise impact on the local community, as per all of the PTA's facilities a noise assessment will be completed when the detailed plans are available. The assessment will identify any potential impacts and the best ways to reduce them.

Lighting

For passenger safety, the parking facilities will be adequately lit while ensuring there is minimal impact on local residents. This may include targeted directional lighting, shielding and tailored bulb types.



Artist impression.

Community

The PTA's Project Community Team will provide information on Aubin Grove's design and construction progress throughout the project. Information will also be updated in the 'Projects' section of the PTA's website, www.pta.wa.gov.au

Where possible, local residents will be given an opportunity to input into the design of areas where the future station and community meet. Details of these opportunities will be provided as they arise.

Community members are welcome to contact the Project Community Team by email, projects@pta.wa.gov.au, or visit the PTA website to register for updates.

Construction

During the Mandurah Line's construction, the Aubin Grove site was identified as a future location for a potential station. To minimise the future construction's rail and road impacts, the space between the railway lines was widened during the Mandurah Line project.

To continue to ensure minimal impacts on the operating rail area and freeway corridor, the PTA will undertake significant planning

and focus on a simple design that reduces onsite construction activities.

Details of the construction process, community impacts and managing noise, dust and lighting will be developed when the contractor is secured in mid-2015.

Timeline

- Mid - 2014:
tenders released
- Late 2014:
design begins
- Mid - 2015:
construction begins
- End 2016:
project completed



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