



## **METRONET Stage 1: Morley-Ellenbrook Line**

### **Malaga Station Development Approval Report**

**MEL-MLCX-AR-PER-00002**

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## Acronyms

<b>ACROD:</b> Australian Council for Rehabilitation Of Disabled	<b>MRS:</b> Metropolitan Region Scheme
<b>AEP:</b> Annual Exceedance Probability	<b>PA:</b> Public Access
<b>ASS:</b> Acid Sulphate Soils	<b>PCA:</b> Planning Control Area
<b>BMP:</b> Bushfire Management Plan:	<b>P&amp;D Act:</b> Planning & Development Act 2005
<b>BEEP:</b> Bushfire Emergency Evacuation Plan	<b>PnR:</b> Park and Ride
<b>CBD:</b> Central Business District	<b>PSP:</b> Principle Shared Path
<b>CCTV:</b> Closed Circuit Tele Vision	<b>PTA:</b> Public Transport Authority
<b>CPTED:</b> Crime Prevention Through Environmental Design	<b>PUDO:</b> Pick Up Drop Off
<b>DA:</b> Development Application	<b>SP:</b> Station Precinct
<b>dB:</b> Decibel	<b>SPP:</b> State Planning Policy
<b>DCP:</b> Development Control Policy	<b>SWTC:</b> Scope of Works and Technical Criteria
<b>KnR:</b> Kiss and Ride	<b>TIA:</b> Transport Impact Assessment
<b>LAeq:</b> Equivalent sound level	<b>TOD:</b> Transport Orientated Development
<b>LGA:</b> Local Government Area	<b>VT:</b> Vertical Transport
<b>LPS:</b> Local Planning Scheme	<b>WA:</b> Western Australia
<b>MEL:</b> Morley Ellenbrook Line	<b>USB:</b> Universal Serial Bus
<b>MELConnx:</b> A partnership between Laing O'Rourke and the Public Transport Authority	

## 1. Executive Summary

Urbis acts as the planning consultant on behalf of the *MELConnx Consortium*, the appointed contractor to deliver the METRONET Morley - Ellenbrook Line on behalf of the Public Transport Authority (the delivery agency for the METRONET program). This development application seeks planning approval for the Malaga Station and associated infrastructure, being one of five new train stations proposed as part of the METRONET Morley Ellenbrook Line project.

The Malaga Station will be located approximately 16km north east of Perth and will be the third station on the MEL line, which extends from Bayswater Station. The Malaga Station follows an 'infrastructure first' model of urban development, where the essential transportation infrastructure is delivered to underpin future development around the station and surrounding areas.

Once operating, the Malaga Station is expected to reduce travel times for passengers, providing a journey time of 21 minutes from the station to the Perth CBD. Malaga Station will provide efficient transport links to Alexander Heights, Ballajura, Malaga and Bennett Springs, connecting thousands of people to the Malaga employment hub.

The Malaga Station is located within the City of Swan municipality, and will be constructed north east of the Tonkin Highway and Marshall Road intersection. The station is designed as a multi-modal interchange station, and will comprise the following:

- Main station building with typical station amenities. The station is designed as an 'up and over' station design, comprising at-grade station entry buildings (north and south of the rail). The at-grade station entry buildings lead to an elevated weather protected pedestrian overpass that provides vertical transport back down to an island platform. The overpass has been designed to enable access across the railway for non-passengers during station operation hours.
- Welcome Place located immediately south of the southern station entry building, providing a meeting place where people can congregate or dwell before proceeding on their journeys. This area is to be developed with high quality landscaping and artworks, and will be the heart of the station precinct and the future Malaga Town Centre.
- Bus interchange which is located south-east of the Malaga main station building, includes 12 active bays and 6 layover bays. A dedicated vehicle access point from Beechboro Road is provided for the bus interchange to minimise interactions between buses and standard vehicles.
- Principal Shared Path (**PSP**) located to the southern side of the railway line, travelling south before turning east and connecting Beechboro Road. This path will ultimately form part of a wider connection running parallel to the MEL track alignment. Inclusion of the SP/PSP will connect existing development to the south to the station as well as connecting north to the Whiteman Park path network and existing SP/PSP network. It also considers future connections to the east and west as the area develops.
- Kiss and Ride bays are located to the south of the station building, with traffic circulation proposed to occur around future commercial buildings.
- Park and Ride bays are located to the south-east of the station building and bus interchange, up to approximately 300m from the station entrance. All vehicle access to the passenger car park is provided via a road connection to Beechboro Road.
- Bicycle parking is provided immediately adjacent to the station and the PSP to provide efficient access for cyclists.
- Connectivity for pedestrians accessing and departing the station has been prioritised with efficient connections, clear sight lines and sheltered walkways. Passenger toilets, seating and universal access considerations also ensure comfort and convenience.

A key objective in the station design is to apply principles which support future transit oriented development, encourage non-private vehicle use for connecting trips, and deliver an appropriate interface and opportunities for interaction with the future Malaga Town Centre. The pragmatic requirement for long-term car parking for a new train station must still be acknowledged and provided for in a way that is safe and does not overly impact these long-term placemaking opportunity. To strike an appropriate balance between these competing objectives, the following infrastructure hierarchy has been specifically applied to the station design:

- Pedestrian desire lines and accessibility have been key drivers in the station design. This is demonstrated through the direct connections between the station building and the future main street, as well as provision of a Principle Shared Path located to the south of the station building, linking to Beechboro Road and the dedication of space for a future PSP aligned parallel to the rail line travelling east.
- Bus service convenience, with the bus interchange being located immediately adjacent to the station. This bus interchange connects transferring passengers to the station via the Welcome Place with a continuous canopy cover provided from the interchange to the station entry.
- Drop-off and pick-up area adjacent the Welcome Place and within a short walk of the station entrance, which provides for on-demand transport options. This design enables patrons to conveniently use the Welcome Place and also avoids potential conflict between pedestrians and vehicles.
- All day commuter parking is provided to the south east of the station beyond the bus interchange. The parking layout has been configured to enable future development between the car park and drop-off and pick up area. The layout also considers future development of the wider area and fits within a preliminary Masterplan that has been prepared.

This hierarchy encourages patrons to consider private car alternatives by delivering these as a more convenient mode of transport with a highly positive user experience, as well as sleeving the visual impact of large areas of grade parking from the future main street.

This report considers the planning context and merit of the proposed development, including an overall explanation of the station and key design drivers. This includes an assessment of the application against the relevant planning framework, including the requirements of State Planning Policy No. 7 – Design of the Built Environment and the METRONET Station Precinct Design Guide. As demonstrated through this report, the thorough technical reporting, stakeholder consultation and careful design consideration have all come together through the Malaga Station design to produce a transformative asset for the region.

#### Acknowledgement of Country

MELconnx acknowledges the Whadjuk People of the Noongar Nation as the Traditional Custodians of the land and waters on which the Morley-Ellenbrook Line Project is located. We pay our respect to their Elders, both past and present and thank them for their continuing connection to the country, culture and community.

## 2. Project overview

### 2.1 Morley Ellenbrook Line Background

METRONET is a key project of the West Australian State Government and the single largest investment in public transport ever undertaken in Perth. METRONET will positively change how people live and travel in Perth and significantly improve connectivity across the metropolitan area.

The Morley Ellenbrook Line (MEL) project will deliver 21km of rail line spurring from the Bayswater Station to Ellenbrook. The project includes the delivery of 5 new stations at Morley, Noranda, Malaga, Whiteman Park and Ellenbrook, as well as future proofing works for a future station at Bennett Springs.

The MEL is part of METRONET Stage 1, with the Public Transport Authority (PTA) being the lead agency delivering the MEL project. The project will design and deliver all rail infrastructure and ancillary works to support operational passenger rail between Bayswater and Ellenbrook, including stations with inter-modal bus and rail, and associated road works at Bayswater, Morley, Noranda, Malaga, Whiteman Park and Ellenbrook stations.

Key works in the project include the following:

- A 21km rail spur from the Midland Line east of the Bayswater Station, travelling north in the Tonkin Highway median, east through land north of Marshall Road and north on the western side of Drumpellier Drive into Ellenbrook
- Stations at Morley, Noranda, Malaga, Whiteman Park and Ellenbrook with future-proofing for a station at Bennett Springs East
- Parking and bus interchanges/facilities at stations
- Significant grade separations at key road crossings
- Tunnels to allow the rail line to enter and exit the Tonkin Highway median
- Shared / Principal Shared Path for walking and cycling access along the rail line
- Track and associated infrastructure to connect to the existing Midland Line
- Road and bridge reconfiguration works

A contextual summary of the MEL extension is illustrated in Figure 1.





## 2.2 Supporting Works Packages

Recognising the complexity of delivering the transport infrastructure for the MEL, the overall project works have been divided into three broad programs of work which make up the Ellenbrook Line – Program of Works:

1. New Bayswater Station (Evolve Alliance) – New station at Bayswater (to relocate and replace the existing station), including associated turnback infrastructure to allow the MEL to connect to the Midland Line.
2. Tonkin Gap and Associated Works (Tonkin Gap Alliance) – this project is being delivered by Main Roads and includes significant civil and structural works between Bayswater and Malaga, to prepare the Tonkin Highway median for access to/from and construction of the new rail line and stations.
3. Main MEL Project Works (MELconnx Consortium) – includes all rail systems and infrastructure from Bayswater, all stations and facilities within the Tonkin Highway median and road reserve, and all works north of Malaga to Ellenbrook

This development application only applies to the Malaga Station, which forms part of the Main MEL Project Works.

## 2.3 METRONET Scope and Requirements

In September 2020, the MELconnx Consortium (Laing O'Rourke Australia Construction) was named as the preferred proponent to design and construct the MEL, including the Malaga Station and associated 'land-side' station infrastructure.

As the MEL is a METRONET project, the funding for the project has been allocated by the State and Federal Governments, with the scope of the project being approved by Parliament of WA in the form of a Project Definition Plan. The scope of the project is captured within the contractual arrangements, including the METRONET specified Scope of Work and Technical Criteria (**SWTC**). This SWTC also sets the design criteria, standards and guidelines for the station design.

The SWTC for the Malaga Station defines the following design parameters relevant to the scope of this development application:

- The Malaga Station will be designed as a 'Closed Station'; with automatic fare gates controlling access to and from the station platforms.
- Station platforms, with a minimum length of 150m, are designed to suit the operation of six car B and C series rail cars. The station platforms are required to have 70% of the operational platform length under cover. The platforms are required to accommodate dedicated seating, passenger information facilities, staff amenity facilities, station operational facilities and a staff office.
- A one-way movement bus interchange with at least 12 active bus bays (10 standard bays and two articulated bays), as well as 6 bus layover bays including two articulated bays. The active bus bays are to be as close as practically possible to the station entry.
- Bicycle parking facilities, including a secure bicycle parking shelter incorporated within the station building. A further 10 open U-rails adjacent to the station entry building. Provision must also be made for additional secure bicycle parking shelters to be added in the future.
- Landscaping to streets, forecourts and public open space on PTA controlled land.
- Car parking spaces, including a combination of long-term car parking, accessible bays, taxi bays, short term 'kiss-and-ride' bays, loading bays, PTA staff parking and tenant parking.

- A minimum of 20 covered motorcycle bays.

Importantly, the SWTC also sets key qualitative station design measures, such as:

- The requirement to deliver a multi-modal station with bus interchange and rail station, with the bus interchange and rail station to be located to the east of Tonkin Highway, north of Marshall Road and west of Beechboro Road North and shall incorporate concourse level and grade separated platform level.
- Station building specifications, including specifications for the paid and unpaid areas of the station. These specifications are:
  - Unpaid Concourse Area: requirement to provide access to the unpaid concourse area of the station. The unpaid concourse area shall include public service facilities (automatic teller machine, vending machine and pay phone), passenger ticketing/information facilities, station administration/office facilities, kiosk and associated stores.
  - Paid Concourse Area: a requirement to provide public toilet facilities (male toilet, female toilet and unisex accessible toilet), staff amenity facilities (crib room, male toilet, female toilet, unisex accessible toilet and staff changing areas), station storage/cleaning facilities (cleaners room and store room), stair and lift access and provision for future installed escalators.
- A specification that the bus interchange includes a continuous canopy shelter between the bus interchange and the station entrance, as well as weather protected seating and passenger information facilities at each bus stand.
- Various measures to ensure high quality landscaping is delivered, including the requirement for landscaping to be designed by a landscape architect.

This SWTC therefore sets the basic building blocks for the delivery of a highly functional and contemporary multi-modal train station. The role of the MELconnx Consortium is to interpret these requirements and apply them to the detailed station design, as proposed through this development application.

The station development envelope is also strictly defined by several factors, including landowner negotiations and environmental constraints, such as the clearing of significant vegetation and associated environmental offsets.

In terms of the development approvals process, this essentially means that there are some fixed aspects to the project, and as a result there are limitations on the ability to make fundamental changes to the design scope and requirements. However, the opportunity to make pragmatic changes which remain within the scope of the SWTC and environmental approvals may still be considered.

### 3. Site Location and Context

#### 3.1 Lots Subject to this application

The legal details of the lots directly affected by works for the Malaga Station and requiring development approval are detailed in **Table 1** and **Table 2** below.

Certificates of Title are enclosed within this application at **Appendix A**.

Table 1--Affected Lots

Lot	Plan	Vol/Folio	Proprietor
810	P418162	2999/678	Western Australian Planning Commission
11	D046462	1383/103	Metropolitan Region Planning Authority (otherwise known as WAPC)

Table 2--Affected Road Reserves

Land ID and Road Reserve	Proprietor
Land ID: 3878129	Department of Planning Lands and Heritage

**Table 3** provides details of any encumbrances registered on the above certificates of title.

Table 3 -- Registered encumbrance(s)

Lot	Encumbrance	Details
810	Easement	Portion of Lot 810 burdened with easement to State Electricity Commission

Figure 2-Cadastre Plan



## 3.2 Site Context

The Malaga Station will be situated approximately 16km north-east of the Perth CBD in the City of Swan. The station site is bound by Tonkin Highway to the west, Marshall Road to the south and Beechboro Road North to the east.

Whiteman Park is located to the east of Beechboro Road and is a recreation and conservation reserve. Whiteman Park is reserved for parks and recreation under the Metropolitan Region Scheme (**MRS**) and contains approximately 4,000 hectares of natural bushland and leisure facilities.

The residential suburb of Ballajura is located immediately to the west of Tonkin Highway. Ballajura contains around 6,600 dwellings, community facilities and has a population of approximately 18,700 people. This area is generally identified as 'Urban' under the MRS.

The residential suburbs of Bennett Springs and Beechboro are located south of Marshall Road. Collectively, these two suburbs contain around 4,000 dwellings, community facilities and a population of approximately 14,300 people. This area is generally identified as 'Urban' under the MRS.

Malaga industrial area is located to the south-west of the Tonkin Highway and Marshall Road intersection and is the most significant employment centre within the City of Swan. This area contains over 3,000 businesses and employment for approximately 15,500 people. This area is generally identified as 'Industrial' under the MRS.

The site is currently vacant rural land. The site is subject to a high-water table, which provides a swampy character. Located in the distance are two gentle earth mounds covered in low vegetation, which stand out as the area is predominantly flat. The mounds wrap the station precinct and frame the elevated backdrop of the hills in the east.

An aerial photograph showing the proposed station (in red) and site context is provided in **Figure 3**.

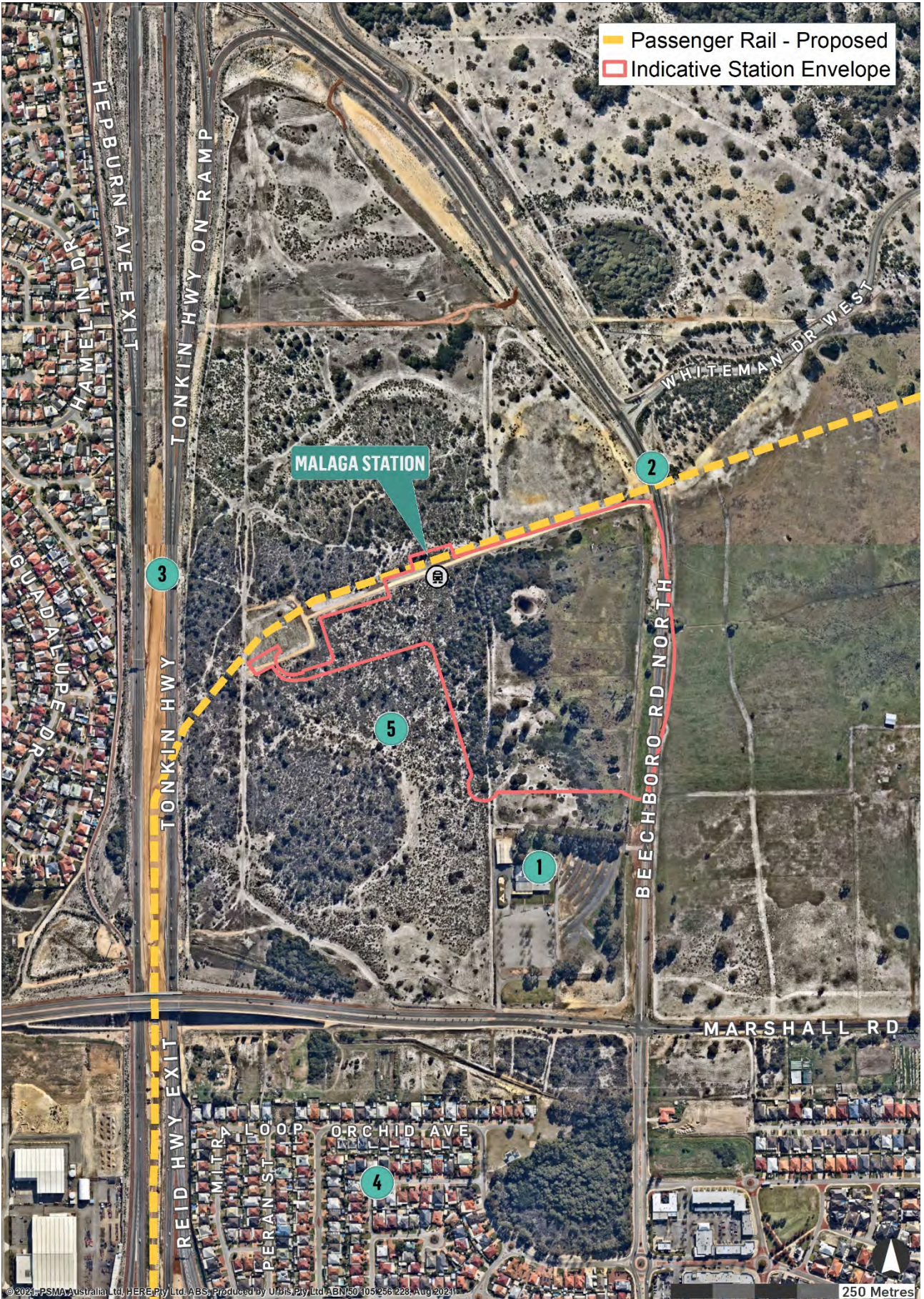
Figure 3 –Current Aerial Photo



Table 3—Contextual Summary

Contextual Feature	Details
1. The Potter’s House Christian Centre	Lots 1103 and 102 directly to the south of the Malaga station are zoned Industrial Development under the City of Swan Local Planning Scheme No. 17 and contain the Potters House Church and carparking respectively. The development is sufficiently setback from the proposed development and will not result in land use conflict.
2. Beechboro Road North	Beechboro Road North is a two-lane Distributor A road running north-south approximately 200m east of the station. It provides access northbound to Tonkin Highway and Hepburn Avenue, and southbound to Marshall Road and the residential areas of Beechboro and Kiara
3. Tonkin Highway	Tonkin Highway is a six-lane Primary Distributor road running north-south to the west of the station. It is identified as a 'Primary Regional Road' within the MRS. Tonkin Highway provides primary access northbound to Ellenbrook and Muchea before becoming Great Northern Highway.
4. Existing Residential Areas	<p>Land to the west and south of Malaga Station comprises primarily residential and industrial development. Malaga is identified within the North-East Sub Regional Planning Framework as a significant industrial and employment area for the region.</p> <p>The establishment of Malaga Station and the MEL will provide the surrounding population with public transport connectivity to the CBD.</p>
5. Immediate Surroundings	Land immediately surrounding the station is primarily vacant and has been identified for planning and future development of a TOD. A masterplan will be required to be prepared for the immediate surrounds, showing how the proposed development and land uses interface with the Malaga Station.





### 3.3 Environmental Considerations

The following table provides a summary of environmental considerations applicable to the subject site, and proposed actions (where relevant).

Table 4–Summary of Environmental Conditions

Item	Summary
Bushfire Prone Areas	The Malaga Station is identified as being located within a Bushfire Prone Area. A Bushfire Management Plan has been prepared to accompany this development application.
Contamination	The site is <u>not</u> an identified contaminated site.
Acid Sulphate Soils (ASS)	The site and surrounds are identified as moderate to low risk of ASS occurring within 3m of natural soil surface but high to moderate risk of ASS beyond 3m of natural soil surface.  Further geotechnical investigations and management will be undertaken as part of the construction management plan.
Aboriginal Heritage	The site does <u>not</u> contain any site specific registered Aboriginal heritage sites.
European Heritage	The site does <u>not</u> contain any European heritage structures.
High Pressure Gas Pipeline	The southern portion of the site is partially located within the ATCO trigger distances, as identified under Draft Development Control Policy No. 4.3 – Planning for High Pressure Gas Pipelines.  The proponent will consult with these agencies through the construction process to ensure the proposed works will not obstruct or danger this infrastructure.
Western Power High Voltage Overhead Power Lines	The western portion of Lot 810 is burdened by an easement to the State Electricity Commission (Western Power). The Site Plan illustrates all development will occur outside of the easement, except for a fire pump room and two tanks and an access road that are proposed within the easement area.  The proponent will consult with Western Power through the construction process to ensure the proposed works will not obstruct or endanger this infrastructure.

## 4. Proposed Works and Operating Hours

This development application seeks approval for the Malaga Station, which is a multi-modal station accommodating the main station building and platforms, a bus interchange, car parking areas and pedestrian / cyclists links into the station. As will be detailed in later sections of this report, the majority of supporting infrastructure supporting the station does not require development approval, so does not directly form part of this development application scope.

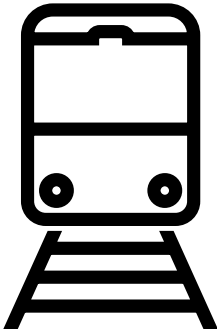
The Malaga Station is proposed to be open for operation in 2024. The Malaga Station building will operate between 4.30am and 12.30am each day of the year, with the station building to be locked outside of these hours to prevent the public from entering the station building.

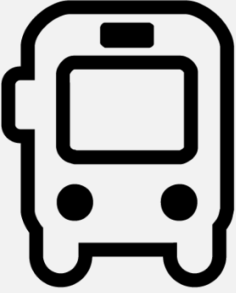


During the peak period of 7am – 9am and 4pm – 6pm, the station will provide five services per hour in each direction, reducing to 4 services per hour during off-peak.

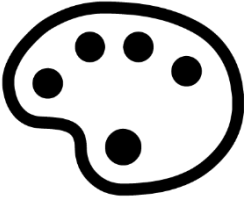
### 4.1 Station Works Subject to this Application

The following table details the station works subject to this application. Development plans for the station work are provided at **Appendix B** of this report.

Table 5–Station Works Subject to this Application

PROPOSED	DETAILS
<p style="text-align: center;"><b>Train Station Building</b></p> 	<p>A Station building including:</p> <ul style="list-style-type: none"> <li>• Unpaid Concourse Area which includes:                             <ul style="list-style-type: none"> <li>○ public service facilities (automatic teller machine, vending machine and pay phone)</li> <li>○ passenger ticketing/information facilities</li> <li>○ station administration/office facilities</li> <li>○ kiosk and associated stores</li> </ul> </li> <li>• <u>Paid Concourse Area which includes:</u> <ul style="list-style-type: none"> <li>○ public toilet facilities (male toilet, female toilet and unisex accessible toilet)</li> <li>○ staff amenity facilities (crib room, male toilet, female toilet, unisex accessible toilet and staff changing areas)</li> <li>○ station storage/cleaning facilities (cleaners' room and store room)</li> <li>○ stair and lift access</li> </ul> </li> <li>• A station platform of approximately 10 metres wide and 150m in length, accommodating typical station amenities such as seating and ticketing.</li> <li>• A Welcome Place public plaza immediately adjacent to the station entry, including high quality landscaping and furniture.</li> </ul>

<p><b>Bus Interchange</b></p> 	<p>A one-way movement bus interchange with:</p> <ul style="list-style-type: none"> <li>▪ 12 active bus bays (10 standard bays and two articulated bays)</li> <li>▪ 6 bus layover bays including two articulated bays</li> <li>▪ a continuous canopy weather shelter to the bus interchange linking to the station building</li> </ul>
<p><b>Station Parking</b></p> 	<p>Park and Ride car parking with 1,087 spaces, including:</p> <ul style="list-style-type: none"> <li>▪ 1,044 standard all day bays</li> <li>▪ 15 standard short-term bays</li> <li>▪ 1 tenant bay</li> <li>▪ 21 ACROD bays</li> <li>▪ 2 service/loading bays</li> <li>▪ 4 staff bays</li> </ul> <p>Kiss and Ride car parking with 13 spaces, including:</p> <ul style="list-style-type: none"> <li>▪ 11 standard pick-up/drop-off bays (PUDO)</li> <li>▪ 1 Accessible PUDO bay</li> <li>▪ 1 taxi PUDO bay</li> <li>▪ 20 sheltered motorcycle bays</li> </ul> <p>Bicycle parking, including;</p> <ul style="list-style-type: none"> <li>▪ Secure bicycle storage shelters, with storage for up to 72 bicycles</li> <li>▪ 12 U-rail bicycle stands within the station precinct</li> </ul>
<p><b>Landscaping</b></p> 	<p>High quality hard and soft landscaping design for the Malaga Station. The key principles underpinning the landscape design are as follows:</p> <ul style="list-style-type: none"> <li>• Practical tree retention, trees being retained or relocated were possible as part of the landscape plan.</li> <li>• Use of low maintenance vegetation species. This is achieved by using local natural species (such as Banksia, Eucalyptus and Melaleuca varieties) where possible, supported by exotic species only where specific vegetation characteristics are required.</li> <li>• Water reduction through species selection. Species which do not require long-term irrigation have been selected for the majority of the station landscaping.</li> <li>• Reduction of heat island effects, specifically:</li> <li>• Planting large trees within the station forecourt, with a mix of grouped medium sized trees (500L) and large feature trees (1500L) providing shading and relief to the paved Welcome Place.</li> <li>• Planting within central swales in car parking areas and along the periphery of the car parking areas.</li> <li>• Paving and road materiality is used to create subtle wayfinding cues and define pedestrian priority areas. This includes the use of high-quality</li> </ul>

	<p>pavers around the station forecourt and key area of the busway to achieve a distinctly different feel to the thoroughfare areas.</p> <ul style="list-style-type: none"> <li>Large quantities of seating is required, but must be delivered in a manner which minimises obstruction to key movement areas. In-situ seating incorporated into raised planters will be applied where possible to achieve this.</li> </ul> <p>The key challenge for the station landscaping is maximising canopy coverage whilst also ensuring vegetation does not restrict CCTV coverage. As a result, the landscaping design focuses widespread tree coverage around the periphery of the station precinct, with planting in the station forecourt focussed on quality feature planting.</p> <p>The landscape plan is provided at <b>Appendix C</b> of this report.</p>
<p style="text-align: center;"><b>Public Art</b></p> 	<p>Public art within the station will be delivered in accordance with the requirements of the WA State Government Percent for Art.</p> <p>This artwork will be delivered as part of the 'METRONET Public Art Strategy', with the thematic framework strongly built around the Gnarla Biddi story of 'Our Pathways'.</p> <p>The integration of this artwork into the station design will be further developed through the detailed design phase, and it is expected that an associated standard condition of approval will be applied.</p> <p>A detailed public art plan including themes and opportunities for the MEL alignment and Malaga Station is provided at <b>Appendix H</b> of this report.</p>

## 5. Design Principles

### 5.1 Architectural Design Statement

The scope of works set by the projects SWTC includes a number of qualitative design measures which must be met in the station's architectural design. These requirements have been interpreted and applied by the project architects Woods Bagot, which has resulted in common line-wide architectural themes and a site specific interpretation for Malaga Station. These themes and design drivers are best summarised as follows.

#### Line wide Architecture Overview

The design approach for the Morley-Ellenbrook Line is to create a family of buildings tied together through a common design language to establish a line-wide identity. The approach is to have a degree of commonality between the five stations while also allowing the stations to have unique elements to convey their own local identity and speak to the community in which they located. A 'kit-of-parts' approach has been taken to identify standardisation of components (where appropriate) to maximise efficiency of construction and maintain similar elements that informed the shared language across all the stations. Thus, Malaga Station shares line-wide consistencies with the other stations on the Morley-Ellenbrook Line in terms of the simple roof geometries, materiality, geometric form, kit of parts assembly and modular designs.

#### Malaga Station Architecture

The Malaga Station is located to the east of Tonkin Highway, north of Marshall Road and west of Beechboro Road in the suburb of Malaga. It is designed to allow for future development around the station and station precinct. The urban design takes into consideration the station building, the surrounding natural environment and the future masterplan. The design of the precinct also references the greater surrounding context including

Whiteman Park, Lightning Swamp and the banksia bushlands and is designed to be “a station within a park”, with the forecourt or ‘Welcome Place’ being at the centre connecting everything. The station will provide links to the surrounding suburbs of Landsdale, Alexander Heights, Ballajura, Bennett Springs and the nearby industrial centre of Malaga.



The Malaga station is unique in that it will be the first sizable building on the site; therefore, the architecture will have a strong influence on the design of future buildings and set the context and become the central core for the forthcoming Town Centre. The Station and Welcome Place have been configured to have a direct and strong relationship with the future ‘Main Street’ that will provide a compelling local presence to promote activation, energy, and a sense of community, while also providing good accessibility to the station and other modes of transport linked to the station precinct. The design follows station functional planning and urban design principles to ensure the massing and height of the development is appropriate in its setting, and that the built form compliments the scale of the future planned developments, offering a positive public realm that interacts with the urban centre planned for around the station.

The architectural design of Malaga Station considers a holistic approach, whereby the station building forms an integral part of the precinct and the surrounding context. The approach to design has considered the project’s functional requirements, the need to deliver a sustainable, efficient, and cost-effective design, and the desire to create a built environment that is sensitive to the local culture and context. Of significance, is the consideration of how people will experience the station and the associated precinct in their day-to-day lives. Malaga station precinct will be delivered as a place that feels occupied and ‘owned’ by the community it services. This requires a sense of place with an authentic character that reflects its context and the local community’s aspirations, making the place cared for, safer and activated.



Overall, Malaga Station and the surrounding precinct have been designed to provide an engaging, comfortable, safe, and functional public realm. The station architecture reinforces a coherent local identity through its response to local landform characteristics.

The architectural character of the station seeks to compliment the nearby built form and aesthetic of the suburb of Malaga. The station will have a unique identity in its overall form, scale and presence while still maintaining the line wide narrative of architectural elements and the 'kit of parts' approach.

The station architecture expresses a clear hierarchy of forms. The main triangulated roof is reminiscent of the local banksia plant leaves, with a simple hipped geometry that 'floats' above the station, providing natural light and cross ventilation. The station's triangulated geometries, metal cladding surfaces and timber-look soffits also reflect the suburban and industrial roof profiles and character of Malaga architecture. The V-shaped steel columns supporting the main roof are expressed in the cladding along the concourse perimeter creating a sense of rhythm along the rail corridor.

#### Station Approach from Welcome Place



The Station Entry Building is accessible from the leafy, attractive Welcome Place which forms the heart of the precinct. This forecourt is a place where people converge and make decisions on transferring to the various modes of transport and utilises intuitive wayfinding, while providing flexible shaded meeting points within an urban landscape setting. There is clear access to the Station Entryway with the architectural scale of the two-storey built structure with its open 'verandah' style, that will help people to establish their location at the heart of the precinct. The Entry Building provides connectivity between the precinct level and raised concourse level. Access is available via lifts and stairs to the south of the station, and provision for future escalators has been considered. Perforated facade materials with potential art integration allows visibility to the transport modes within the structure and allude to the vertical transport strategy connecting the ground plane to the concourse level. An additional VT connection is provided to the Northern side, to cater for future urban development to the north of the station.

The elevated concourse allows the platform area to meet operational requirements and rail reserve clearances. Upon entering the main station building, visitors and staff will find accommodation units organised around a central pedestrian circulation foyer that provides access between the unpaid and paid zones and the at-grade platform paid zone. For operational purposes, the unpaid concourse area includes public service facilities such as

vending machines, pay phone, kiosk store, passenger ticketing, information modules and other services. Following through the fare gates and into the paid area, the accommodation wings are located on either side of the circulation zone, for efficiency of movement and access. The Station concourse features well-illuminated, generous spaces and a heightened elevated form above the precinct.

#### Station Approach from Main Street



The island platform is 10m wide by 150m long and located down at rail level. The spine of the roof structure follows the vertical transport pathways to the paved platform and enhances natural light access while providing continuity in architectural language of the station. The platform area is naturally ventilated and has a minimum of 70% under canopy cover providing weather protection to station visitors. Within this platform space there is a passenger safe zone, seating, information facilities, staff amenities and station operational facilities.

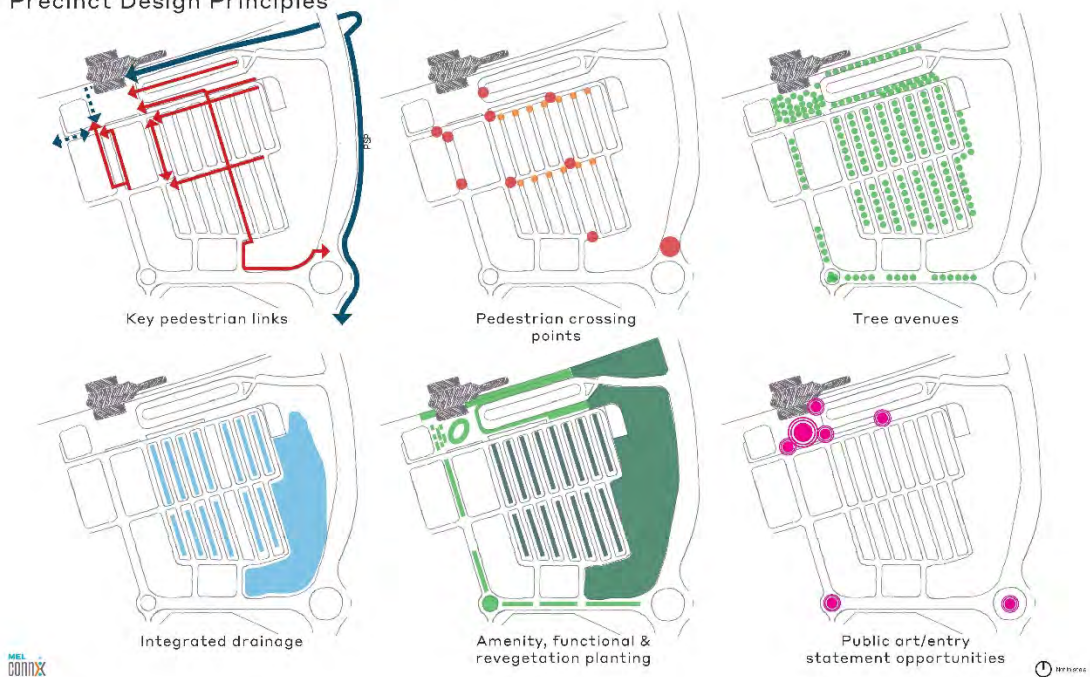


## 5.2 Station Precinct Design Principles

The architectural themes and design drivers outlined above underpin the functionality of the station precinct. Section 5.3 provides detailed information on how these qualitative design measures have been interpreted and applied to the wider functional elements of the Malaga Station design.



**Malaga Station**  
 Precinct Design Principles



### 5.3 SPP 7.0 – Assessment of Good Design

MELconnx have referenced the 10 Principles of Good Design, outlined under, 'State Planning Policy 7.0 Design of the Built Environment, to develop an appropriate design response and sense of place for the station design. The following sections provide detailed information illustrating the measures incorporated to achieve a high quality design and built form outcome.

#### 5.3.1 Context and Character

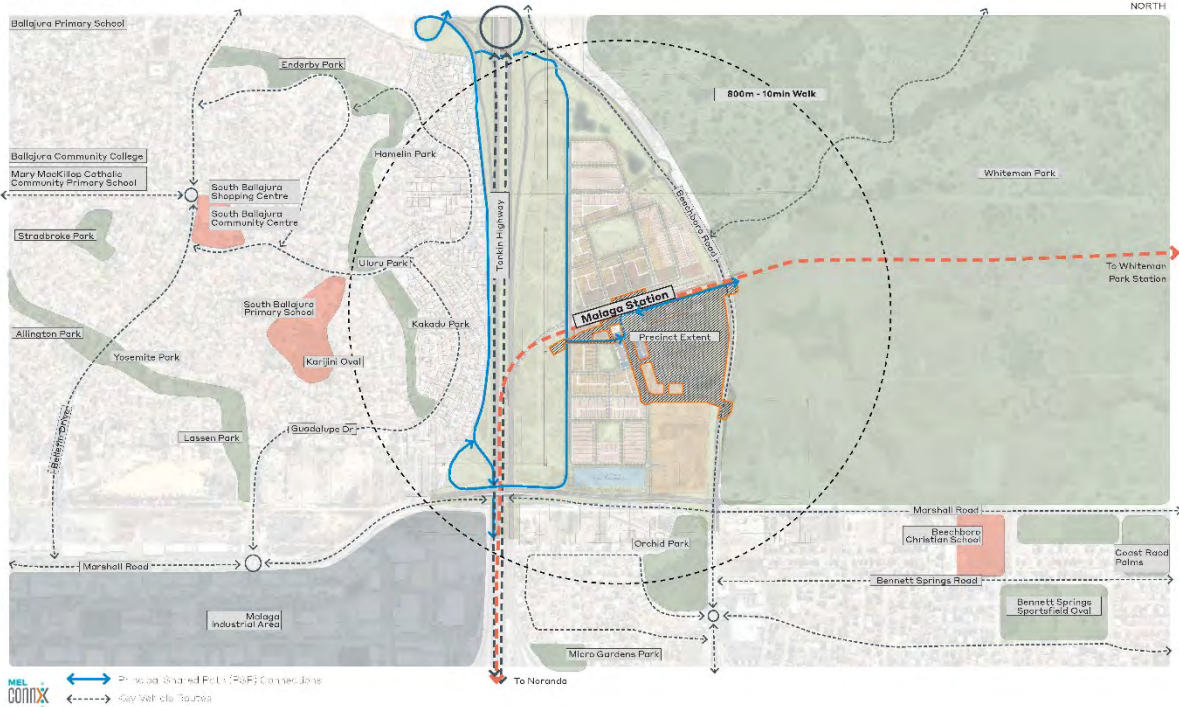
**Design Principle Statement: Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place**

Inclusion of distinctive characteristics, prominent natural and built features, local civic gestures and distinctiveness, intended future character and civic identity. Engagement undertaken with Whadjuk Noongar culture and the Gnarla Biddi has informed the station design and integrated into the public art strategy and landscape design.

Station architecture has been inspired by the landscapes of the Swan Coastal Plain with a focus on the detail of natural patterns such as wind and water on sand and rock formations. Station canopies for example utilise geometric patterns interpreted from nature animated by the movement of sunlight throughout the rhythm of the daily cycle. These geometric patterns give the Stations a sense of identity and character.

#### Malaga Station

#### Masterplan and PSP Connection Overlay



### 5.3.2 Landscape Quality

**Design Principle Statement: Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context**

Emulating the station's proximity to Whiteman Park is a selection of native planting held in places by curved seating edges encouraging impromptu rest point and gathering nodes. A central oval turf is shaded by tree canopy and slopes up to the edge of a seating wall, also acting as an informal seating zone. A large canopy structure hugs the edge of the Welcome Place and Kiss & Ride interface, with the opportunity to integrate art into the design to develop a large-scale wayfinding and shade device.

The precinct has six planting types that are each uniquely located to reflect the different areas within the site. The intention of this approach is to achieve specific functions such as drainage and rehabilitation zones, to create an inviting 'Welcome Place' for Station users, develop the station and precinct narrative through the incorporation of design themes such as the Main Roads Wildflower Capital Initiative and instilling a sense of place by selecting species reflective of the Noongar Six Seasons in order to develop the understanding of the cultural significance of the site.

The proposed trees reflect the immediate and surrounding natural landscape of the Swan Coastal Plain, Darling Scarp and the rugged Perth coastline. The species will provide significant shady canopies, year round flower displays, habitat for native birds and insects, a celebration of cultural significance and the Noongar Six Seasons, important drainage and rehabilitation functions in addition to a hierarchical arrangement within the public realm.



### 5.3.3 Built Form and Scale

**Design Principle Statement: Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.**

The individuality of the station shines through in its reflection of the local geographical conditions. Materials convey a narrative of the surrounding natural patterns, as well as the local residential and industrial identity.

This has resulted in a warm toned, folded station form with clear connections for wayfinding. Banksia plants have informed the roof structure. Surrounding bush and parklands have informed the timber-look soffits of the bus interchange and station accommodation. Moreover, triangulated geometries, folded roof canopies and metal cladding reflect the suburban and industrial roof profiles and character of Malaga architecture. Together, these material elements informed by the site narrative, endeavour to create an inviting, detailed development that feels comforting and comfortable.

The façade of the concourse accommodation incorporates shadow groves to break up the form and accentuate the angled structural columns. Further detailing of the materiality, panel break up and colour selection will be refined at the next stage of design. Windows have been provided to the staff Crib and Customer Service Office where structural members allow for a window placement, but as most of this wall element mainly conceals services rooms such as fire rated electrical and comms rooms, further window integration is prohibitive to the functional space behind.

#### Malaga Station

##### Station Approach from Main Street





## Malaga Station

### Station Approach from Welcome Place



### 5.3.4 Functionality and Build Quality

**Design Principle Statement:** *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full lifecycle.*

The Station concourse boasts well-illuminated, generous spaces and a heightened elevated form above the precinct. The placing of all furniture, including lights and signage poles, does not intrude into the pathways for pedestrians. There is a minimum obstacle-free width consistent with the footpath before and after concourse furniture.



Station functionality at concourse level



Station functionality at platform level

The train station platform is free-standing and occupied by standard PTA stainless steel seating with adjacent options for wheel chairs. The spine of the roof structure follows the vertical transport pathways down to platform level and enhances natural light and ventilation strategies.

The station concourse facilitates future connectivity to the area north of the rail line via a mirrored vertical transport structure. Voids are incorporated into the Station design to enable the provision of escalators to accommodate future patronage. Materiality and finishes selections are ongoing and will be made with regards to suitability, taking into account durability, maintenance, cost and overall design character of the station.

Malaga Station

Station Functionality in Plan



### 5.3.5 Sustainability

**Design Principle Statement: Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.**

The principles of the Metronet sustainability strategy have been incorporated in the design, including social sustainability by providing connectivity, amenity, resilience and adaptability. It is also a sensitively designed environment that considers biodiversity, water and the local climatic conditions providing optimal shading and natural vegetation.

The WSUD principles, include the swales and drainage conditions in the carpark. Investigations regarding whether green infrastructure measures can be used to manage all stormwater runoff from the carpark will occur through the detailed design process, to reduce reliance on grey infrastructure.

The required Green-star benchmarks will be assessed to maximise points value and alignment with broader station performance and operational requirements. This element of the Sustainability strategy will be developed in close consultation with the PTA to draw on the PTA's expertise and to ensure consistency with established policies and strategies.

#### Malaga Station

#### Safety Strategy - CPTED



**Lighting**  
 Provide adequate illumination of a space both during the day and at night, with one-to-one pedals to eye level and sconce lighting for eye level.

Integrated initiatives

- Lighting standards & levels
- Spacing
- Type
- Lighting controls



**Signage**  
 Enable the safe visibility of the immediate and approaching surroundings by creating an unobscured view through an image.

Integrated initiatives

- Height and lighting
- Directional pathways



**Ownership**  
 Create a sense of ownership amongst owners and users of a space, to encourage responsible behaviour that create and sustain it.

Integrated initiatives

- Clear path definition
- Well-lit areas, ramps
- Thorough cleaning
- Management and maintenance



**Enclosure**  
 Well defined perimeter space, particularly adjacent to pedestrian areas, to create a sense of enclosure and a defined path.

Integrated initiatives

- Timber and stone cladding
- Limit access to the perimeter to be appropriate



**Movement corridors**  
 A dedicated or unobstructed route on both the external and internal to pedestrians.

Integrated initiatives

- Minimise movement prediction issues
- Provide access to alternative routes



**Way Finding**  
 Enable the alignment to convey a sense of place and provide orientation and direction, including indication on a safe space and route.

Integrated initiatives

- Signage
- Legibility
- Features



**Landscaping**  
 Increase the safety of a space by transforming the overall enclosure through the use of vegetation.

Integrated initiatives

- Selection of plants
- Green truck trees with lifted canopies
- Low maintenance planting
- Landscaping with low species diversity



**Active Use**  
 Model the range of land use, in a space, in order to attract an appropriate mix of activities occurring in the environment.

Integrated initiatives

- Active use areas
- Commercial and social use of space



### 5.3.6 Amenity

**Design Principle Statement: Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.**

Spaces have been designed to be welcoming and comfortable, universally accessible with good levels of natural daylight and natural ventilation. The inclusion of trees alongside the majority of the PSP length provides shade for pedestrians and cyclists.

The canopy linking the bus interchange to the station entrance provides appropriate shade and weather protection and creates cooler spaces for user. The Welcome Place incorporates a range of furniture items as well as power and water (to allow for activation through markets and events), USB charging stations and seating walls. Additional amenity from the basketball court, fitness nodes, flexible lawn space provide opportunities for further activation of the Welcome Place.

#### Malaga Station

#### Welcome Place Amenity and Activation Strategy

The Welcome Place Amenity and Activation Strategy takes into account requirements from the Place Plan and SWTC, as well as the general goal to provide a welcoming space for all.

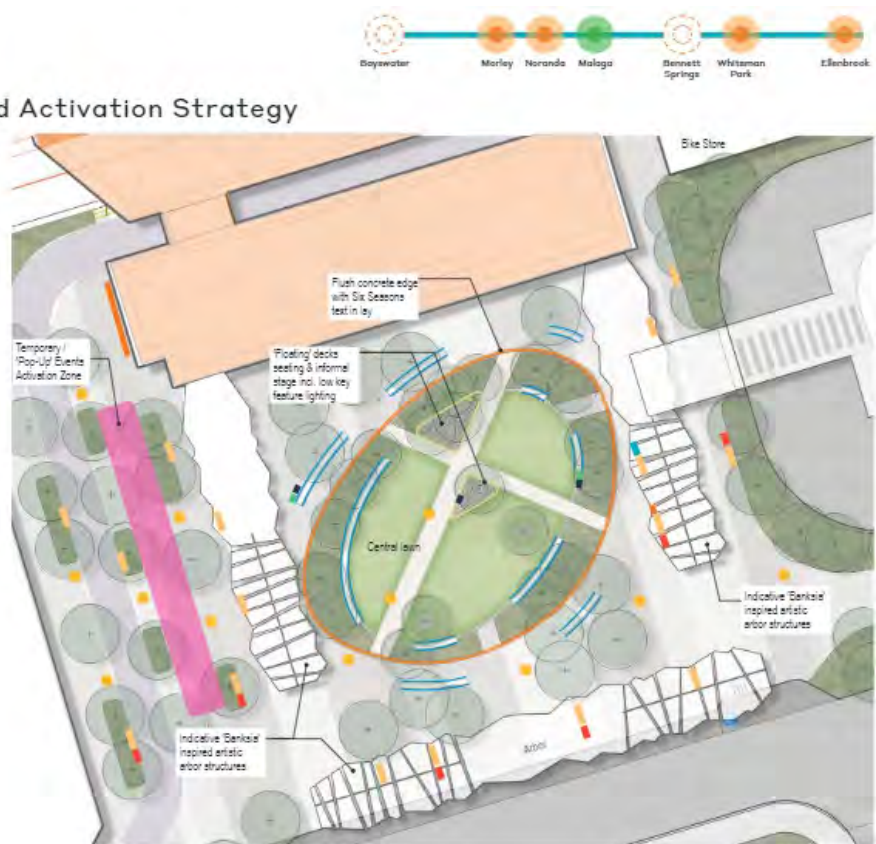
Amenities included in the SWTC requirements are the furniture items as well as power and water (to allow for activation through markets and events), USB charging stations and seating walls.

Provision of shade through trees and built canopies creates a cooler space for users.

The design of the Welcome Place provides a hierarchy for the amenity provision by providing a strong grid that the proposed trees are set on which also sets a grid for items such as the individual seating benches, bins and other items where shown. The central turf space and cyclical six seasons planting arrangement also provides a hierarchy separate to the linear grid for seating walls, charging stations, power and water outlets to follow the curved forms.

The central spine that is the path dissecting the turf area creates an integration with the linear grid and the cyclical turf and six seasons space.

- Amenities included as a part of SWTC requirements:**
- Power points
  - Water points
  - Free standing seating
  - Drinking fountains
  - Bike racks
  - Refuse & recycle bin stores
  - Seat Walls
  - Light poles



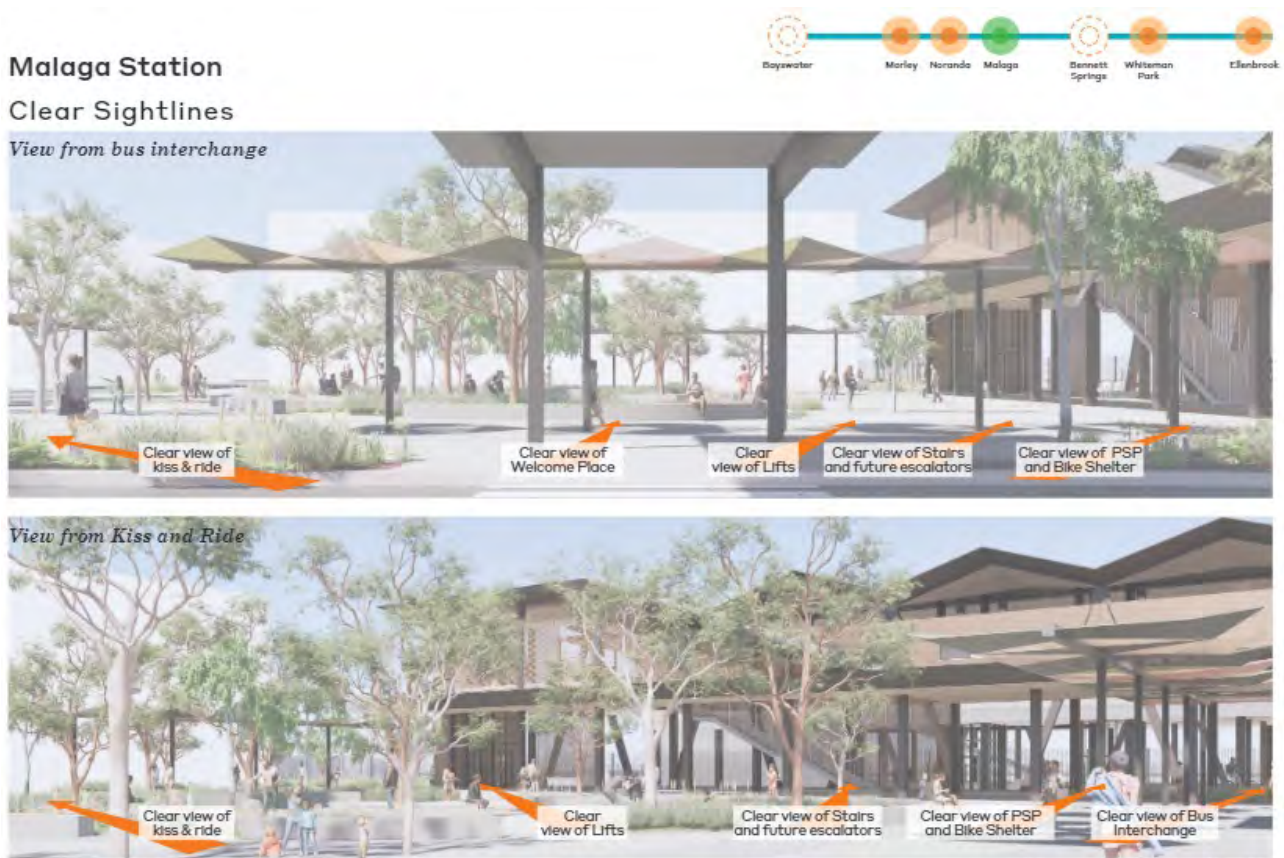


### 5.3.7 Legibility

**Design Principle Statement: Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.**

The primary station entrance is legible from the Welcome Place and will facilitate the successful future transition of the Welcome Place to a public square within a new residential precinct. The station building features a unique entrance, which invites visitors through a significant architectural gesture. The design incorporates good sightlines and movement paths from the bus interchange to the station entry.

Beyond the entry zone, the station features strong sightlines from the station entry to the end of the platform. The station concourse offers clear wayfinding, which is supported by a linear skylight above that aligns with the direction of travel.



### 5.3.8 Safety

**Design Principle Statement: Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.**

Safety is an important consideration for this station, given that it will be isolated from more populous and activated areas prior to the surrounding precinct being developed. The fundamentals of CPTED have been integrated into the design, including lighting, clear sightlines, clear ownership and boundaries, elimination of entrapment spots, elimination of movement predictors, legible wayfinding, landscaping, and activation.

CPTED issues are considered, ensuring clear sightlines in all areas between 700mm and 2000mm above pavement level. Linear planning of the concourse provides good passive surveillance, and the customer service office has reasonable sightlines across the concourse.

Further consideration to lighting and sightlines associated with the PSP underpass proposed to the north-eastern corner of the site will be undertaken through the detailed design process.

In addition, the precinct is monitored by 24/7 CCTV surveillance. CCTV viewsheds have been modelled to assess impacts of tree development over time to ensure sufficient surveillance coverage.



**Malaga Station**  
**Safety Strategy - CPTED**

 <p><b>Lighting</b>                  Provide adequate illumination of a space both during the day and at night which enables people to see and be seen.</p> <p><u>Integrated Initiatives</u></p> <ul style="list-style-type: none"> <li>Lighting standards &amp; levels</li> <li>Spacing</li> <li>Type</li> <li>Siting and Situation</li> </ul>	 <p><b>Sightlines</b>                  Provide maximum visibility of the immediate and open surrounding surroundings by creating an unimpeded view across pathways.</p> <p><u>Integrated Initiatives</u></p> <ul style="list-style-type: none"> <li>Passive surveillance</li> <li>Direction of pathways</li> </ul>	 <p><b>Ownership</b>                  Generate a sense of proprietorship amongst owners and users of a space, to encourage people to take responsibility for that space and protect it.</p> <p><u>Integrated Initiatives</u></p> <ul style="list-style-type: none"> <li>Clear border definition</li> <li>Surface treatments</li> <li>Transitional zones</li> <li>Management and maintenance</li> </ul>	 <p><b>Entrapment</b>                  Avoid entrapment spots, particularly adjacent to pedestrian routes, a predictable/unchangeable path or a closed end.</p> <p><u>Integrated Initiatives</u></p> <ul style="list-style-type: none"> <li>Eliminate entrapment spots</li> <li>Limit access to entrapment to unavoidable</li> </ul>
 <p><b>Movement Predictor</b>                  A predictable or unchangeable route or path that offers no choice to pedestrians.</p> <p><u>Integrated Initiatives</u></p> <ul style="list-style-type: none"> <li>Eliminate movement predictor routes</li> <li>Provide access to alternate routes</li> </ul>	 <p><b>Wayfinding</b>                  Enable the environment to convey a sense of place and provide orientation and direction, including an indication of safe places and routes.</p> <p><u>Integrated Initiatives</u></p> <ul style="list-style-type: none"> <li>Signage</li> <li>Legibility</li> <li>Features</li> </ul>	 <p><b>Landscaping</b>                  Increase the safety of a site by transforming the overall landscape, through the use of vegetation.</p> <p><u>Integrated Initiatives</u></p> <ul style="list-style-type: none"> <li>Selection of plants</li> <li>Clear trunk trees with full canopies</li> <li>Low understory planting</li> <li>Layered planting with low species adjacent paths</li> </ul>	 <p><b>Activation</b>                  Modify the range of land uses in a space in order to facilitate an appropriate mix of activities occurring in the environment.</p> <p><u>Integrated Initiatives</u></p> <ul style="list-style-type: none"> <li>Gathering areas</li> <li>Compatible and balanced use of space</li> </ul>

### 5.3.9 Community

**Design Principle Statement: Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.**

The station precinct has been designed to provide opportunities to develop the beginnings of a community with temporary and events focused activation. Space can be allocated within the Welcome Place to accommodate temporary installations from local communities, as well as market stalls and small coffee carts. The open lawn, basketball court and fitness nodes provide other opportunities for activation, and feature lighting will also play a role in creating a welcoming space.

As the Malaga masterplan begins to take shape and develop, so will the community focus of the Malaga Station Precinct. Opportunity to utilise space in the carpark for developments, as well as the space currently holding the basketball court, will bring locals closer to the station itself. The use of the shade canopy can in parts be re-purposed to hold more permanent markets/food stalls, and the open lawn will remain as a useful active zone.

The Malaga Station and Welcome Place and its surrounds shall be activated as a community grounds for seating, play and recreation for locals and visitors.

### 5.3.10 Aesthetics

**Design Principle Statement: Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.**

The design aims to be an attractive and inviting station and precinct with elegant and coherent design that is unique to Malaga. Public art, aboriginal culture, articulation of place and character integrated into the architecture and landscape giving it a clear sense of place and character.

In and around Malaga Station, existing landscapes are augmented and enriched to create shady and comfortable public spaces. The attractor piece, being an elegant arbour structure wrapping around the station Welcome place, draws people into the Station through its defining form. The design of the attractor piece breaks the edge of the carpark zone and softens the entry into Malaga. In the evening the attractor piece may act as a guiding light beacon to aid with wayfinding and safety.

#### Malaga Station Public Art Integration Strategy

The themes specific to Malaga Station include:

- Water  
- The Yockan (the Turtle story)

The lineside themes include:

- The Six Seasons  
- Interpretation/stories from cultural context  
- Dual Naming.

These themes can be presented in many ways, through language, art & design, and lighting. Elements such as sculpture, murals, wall art, cultural mapping and functional elements can all be utilised as a part of the Public Art Strategy.

Specific components that represent these themes could include natural elements such as tiles, glass, metal, screening, landscape, and small scale interventions.



## 6. Technical Reports

### 6.1 Acoustic Report

A Malaga Station Acoustic Design Report is provided at **Appendix D** of this report. The key points identified within the Acoustic Report are noted below.

- Overall environmental rail noise levels, when assessed at nearby potential noise sensitive premises are expected to comply with applicable state noise regulations and planning policy. Rail vibration levels are expected to be compliant with recommended levels.
- Noise from car parking areas, local vehicle traffic and bus movements will increase significantly in the area from current conditions but are expected to remain compliant with relevant state policies.
- Car parking areas should avoid the use of speed humps, loose laid road coverings or smooth concrete surfaces to minimise noise emissions.
- Design of the station plant and facilities such as mechanical services, public address and crowding areas to meet applicable environmental noise regulations may be achieved through conventional / industry standard design approaches and therefore is not anticipated to require specialist design input.

Stations on the Morley Ellenbrook Line (MEL) Project are required to meet the following acoustic requirements:

- Environmental Protection (Noise) Regulations 1997
- Green Star Design and As-built Requirements for Railway Stations (v1.1) Credit 14.

The above key requirements will formulate the basis for detailed acoustic design to ensure that Malaga Station arrives at an acceptable and compliant acoustic outcome. Importantly, the acoustic design of the station office spaces, concourses and platforms should sufficiently address the project requirements. This will involve:

- Sound absorption within offices, cribs and tea rooms.
- Sound insulation between spaces.
- Control of noise associated with services and other fixed infrastructure.
- Maintain desired reverberation levels and careful speaker positioning to retain speech intelligibility of the Public Address (PA) system.

Specific construction advice in line with the architectural intent will be provided during the design and coordinated with other technical disciplines to ensure compliance with SPP 5.4 – Road and Rail Noise.

### 6.2 Transport Impact Assessment

A Transport Impact Assessment (**TIA**) is provided at **Appendix E** of this report. This TIA considers the Malaga Stations impact on the wider transport networks, including consideration on the areas existing and future transport context, changes to the transport network and integration of surrounding land uses.

Initially the station's forecast patronage is relatively low, however as the area surrounding the Malaga Station Precinct is planned as a significant development area by the state of Western Australia –patronage for the station is expected to grow rapidly in the medium term.

Given the existing site is largely undeveloped, the introduction of a transit node connecting the surrounding area to high capacity public transport creates a crucial need for significant transport infrastructure upgrades. In order to facilitate safe and efficient access to support the station, a comprehensive upgrade to the existing active transport and road network, including feeder public transport services, is needed.

Major changes to support the site include the realignment of Beechboro Road North to include a new access road into the station precinct, along with a bus only entrance for the bus interchange. These roads will support access for vehicles to the station's PnR and KnR facilities and a number of new bus services to the bus interchange. A new PSP will also be constructed, including a number of new shared paths to connect the precinct to the wider active transport network.

The incorporation of access points to and from Malaga Station within the road network, together with future projects anticipated by Main Roads (along Beechboro Road North and Marshall Road) will result in changes to the layout of the surrounding road network. These changes include:

- Beechboro Road North upgraded to dual carriageway north of Marshall Road to the Tonkin Highway Interchange, connecting with Hepburn Avenue to the west
- Upgrade of Marshall Road to dual carriageway in the vicinity of the Malaga precinct (i.e. east of Beechboro Road North to Drumpellier Drive)
- Addition of a new signalised intersection on Beechboro Road North, approximately 670 metres north of Marshall Road. The TIA refers to this intersection as 'Beechboro Road North/ Bus Interchange Access' which will provide access for buses accessing and egressing the bus interchange. This access will only be utilised by Transperth buses, emergency vehicles and other authorised Transperth vehicles.
- Addition of a new dual-lane roundabout on Beechboro Road North, approximately 315 metres north of Marshall Road. The TIA refers to this intersection as 'Beechboro Road North/ Park n Ride/ Kiss n Ride Access' which will provide access for vehicles associated with the Malaga Station Park n Ride facility

Specifically, the following notable outcomes are drawn from the assessment:

- Both the Beechboro Road North/ Bus Interchange Access signalised intersection and the Beechboro Road North/ Park n Ride/ Kiss n Ride Access roundabout will operate well within capacity during the project-case scenario years. However, the existing Beechboro Road North/ Marshall Road intersection is forecast to reach capacity during the 2029 AM peak, with a LOS E and DOS of 96.6% in the project case.
- The station is to be reasonably well serviced by both the existing and proposed surrounding transport network, facilitating safe and adequate access for pedestrians, cyclists, buses and general vehicles.

### 6.3 Stormwater Considerations

A preliminary stormwater design is provided at **Appendix F** of this report. The key principles underpinning this design are as follows:

- Stormwater runoff from the station precinct is captured, conveyed and discharged into sub-catchments, designed to detain the 10% AEP storm event.
- Stormwater collected from the bus interchange will be captured in a traditional pit and pipe network that drains into an infiltration basin on the south eastern side of the area, Basin 1. Basin 1 includes an overflow weir connecting to a downstream basin, Basin 2.
- Stormwater collected from the carpark north and kiss and ride road will be captured in a central median bioretention swale. As the swale is too narrow to accommodate and infiltrate the resulting design flow, catchpits are proposed within the swale to direct flow to the carpark area, continuing along the central access road in the carpark towards Basin 2 on the eastern side of the Precinct. Basin 2 is equipped with an overflow weir to Basin 3.
- Stormwater collected from the carpark south will be directed to a series of swales proposed between each parking lane, with overflow proposed to be captured in a raised catchpit at the lower end of the swales. The catchpits are connected to a pipe network linking through to Basin 4. Basin 4 also receives runoff from the pick-up and drop-off south, access road and roundabout. An overflow weir is designed for the major runoff release from Basin 4.
- Stormwater collected from the station building will be captured and conveyed into discharge locations south of the station building (subject to further detailed design).
- The runoff resulting on the development lots have not been included in the design and have been assumed to be managed on site when developed.

The preliminary stormwater design is provided to indicatively demonstrate water management design principles. The final stormwater design is expected to be delivered as a condition of approval, similar to previous METRONET station projects. Specifically, the following condition has generally been applied to previous METRONET station development approvals:

*A Drainage Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the Department of Water and Environmental Regulation and the City of Swan, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*

## 7. Exemptions Legislation and Considerations

The nature of this project will require a substantial component of infrastructure to support the functional operation of the station. For the Malaga Station, this will require a number of supporting road connections / upgrades and rail related infrastructure. The majority of this infrastructure supporting the Malaga Station is considered exempt from the requirement for planning approval, and is therefore outside the scope of this development application. The following sections outline the head of power which underpins these exemptions.

### 7.1 Section 6 Public Works

Section 6 of the *Planning and Development Act 2005* states provides exemption for the requirement to obtain planning approval under the relevant local planning scheme for 'public works' or the taking of land associated with that public work.

To achieve this public works test, the following two tests must be met:

1. The authority undertaking the work is an agent of the crown; and
2. The scope of works meets the definition of 'public work' as defined by the *Public Works Act 1902*.

The PTA is considered an 'Agent of the Crown', and the MELconnx Alliance acts on behalf of the PTA. The proposed forward works will therefore meet the first test of public works.

Section 2 of the *Public Works Act 1902* includes the following within the definition of 'Public Work'.

- (2) any railway authorised by special Act or any work whatsoever authorised by any Act;
- (20) any road, stock route, viaduct, or canal;

Given the proposed Malaga Station works are included within the scope of the METRONET Act enabling legislation, the proposed works also meet this second test.

The Malaga Station works will thereby meet the Section 6 exemption and does not require approval under the City's local planning scheme.

### 7.2 Railway (METRONET) Act 2018

The *Railway (METRONET) Act 2018* (METRONET Act) is the enabling legislation applicable to the construction of the METRONET railway extensions. Section 3 specifically provides the authority to construct the MEL. The legislation constitutes a special Act for the purposes of the *Public Works Act 1902*.

From a planning approvals perspective, this enabling legislation introduced a number of exemptions from planning approval beyond what is provided for within the PD Act and MRS. Specifically, Section 6 of the METRONET Act provides the following exemption applicable to this application:

*Despite anything in the Metropolitan Region Scheme, the following development may be commenced or carried out without the approval of the Planning Commission —*

- (B) METRONET works on non-railway land.

'METRONET Works' defined as follows:

*means works for the purpose of, or in connection with, a METRONET railway but does not include the construction or alteration of a railway station, or any related car parks, public transport interchange facilities or associated means of pedestrian or vehicular access;*

[emphasis added]

This clause will provide an exemption from planning approval for METRONET works which extend beyond the Railways reservation. Importantly, for the construction or alteration of a railway station, or any related car parks, public transport interchange facilities or associated means of pedestrian or vehicular access, the requirements under the Metropolitan Region Scheme will apply.

As this development application fundamentally involves the construction of a railway station, a development application is required. However, some works ancillary to the station will be exempt from approval under this clause.

### 7.3 Metropolitan Region Scheme (MRS) Exemptions

The site is zoned 'Urban deferred' under the MRS. For zoned land, exemptions available under the MRS are provided through Clause 24 of the MRS.

However, under Section 24(2)(a) of the MRS, the exemptions for planning approval cannot be applied to land which is declared under Section 112 of the *Planning and Development Act 2005* – i.e. a Planning Control Area. This means that the MRS does not provide any exemptions from planning approval for zoned land.

Importantly, for this METRONET project, the enabling legislation of the METRONET Act re-instates the majority, but not all, of these exemptions.

### 7.4 Supporting Works Exempt from Approval

The following table outlines these supporting works relevant to the Malaga Station, but which are not in the scope of the development application.

In the case of Malaga Station, as the future station land is not zoned 'Railways' under the MRS, the key legislation guiding exemptions is the METRONET Act. The below table provides a summary of how the exemptions have been applied to the station.

Table 6--Supporting Works Outside of Scope

Works	Summary
Rail track	The rail track extension is considered operational and does not provide vehicle or pedestrian access to the station. Accordingly, the rail track is exempt from development approval through the METRONET Act.
Beechboro Road Refer Figure 4	The rail track travelling from Malaga Station to Ellenbrook Station will dissect the existing alignment of Beechboro Road. The MEL scope of works therefore include the construction of a grade separated crossing, allowing Beechboro Road to travel over the future rail line.  As this road construction occurs as a direct result of the MEL track alignment (and not the station itself), these works are considered exempt from approval through the METRONET Act.
Shared / Principal Shared Path outside of the subject site	The MEL scope of works will generally fill gaps in the existing Shared / Principal Shared Path network. These connections are considered exempt from planning approval where they are outside of the 'subject site' as this is considered the point where the pathway does not provide 'direct access to the station.
Traction Power Sub-Station (TPSS)	A Western Power traction power sub-station will be built by MELconnx south of the Malaga Station for the purposes of electrifying the Morley-



Works	Summary
Refer Figure 5	Ellenbrook Line. Consultation between the PTA and METRONET occurring prior to lodgement of this application has confirmed this infrastructure is included within the METRONET Act Exemptions.
All operational infrastructure	All operational infrastructure is directly associated with rail operations are considered exempt from approval under the METRONET Act. For example, access tracks, monopoles, telecommunication towers, signalling structures, rail monopoles etc.

Figure 4 - Western Power Sub-Station



Figure 5 - Western Power Traction Power Sub-Station



## 8. Planning Considerations

### 8.1 State Planning Assessment

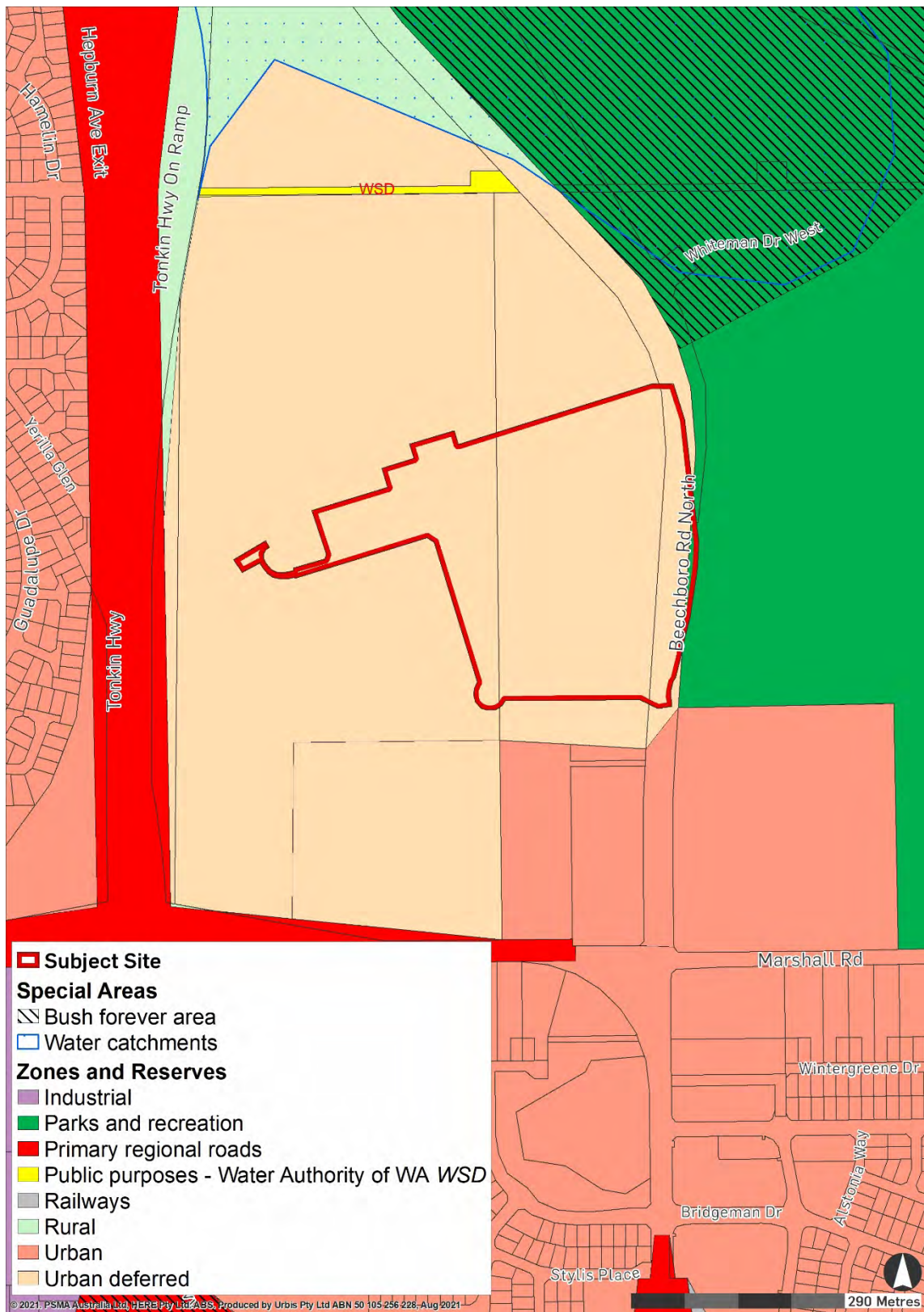
Table 7–Summary of State Planning Assessment

Item	Summary
MRS	<p>The site is zoned 'Urban Deferred' under the MRS. The Urban Deferred zone is intended to accommodate future urban development.</p> <p>It is however noted that the 'Urban Deferred' land requires resolution on environmental and planning requirements prior to the land being rezoned to Urban. Importantly, delivering the Malaga Station ahead of major urban development occurring in this area ensures all future development is underpinned by transport oriented development principles.</p>
State Planning Policy No. 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)	<p>The project area has been designated as bushfire prone in accordance with the Department of Fire and Emergency Services Map of Bushfire Prone Areas. On this basis, a Bushfire Management Plan (BMP) has been prepared to address requirements under Policy Measures 6.2 and 6.5 of <i>State Planning Policy 3.7 Planning in Bushfire-Prone Areas</i>.</p> <p>The proposed development is considered to be a vulnerable land use which triggers additional requirements under Policy Measure 6.6 of SPP 3.7. In accordance with Policy Measure 6.6.1 and Section 5.5 of the Guidelines, development applications for vulnerable land uses require a Bushfire Emergency Evacuation Plan (BEEP) detailing the emergency management provisions for the facility, accompanies the BMP.</p> <p>For this project, it is proposed that a BEEP is not prepared at this time, but is included as a future implementation measure within the BMP and conditioned as part of the DA approval.</p> <p>The BMP confirms that with appropriate implementation actions, the proposed development is able to conform to the relevant provisions of SPP 3.7.</p> <p>A copy of the BMP is provided at <b>Appendix I</b>.</p>
SPP 5.4–Road and Rail Noise	<p>SPP5.4 guides the interface of noise sensitive development and major road and rail transport routes, with the overall aim of protecting significant transport routes whilst minimising the adverse impact of transport noise on sensitive development.</p> <p>As all new proposed railways are required to meet the specified noise targets of SPP5.4, a noise and vibration assessment has been completed in support of the Malaga Station.</p> <p>Sensitive land uses within 100m of Malaga Station such as future residential development to the immediate north and west may require 'quiet house' design standards being applied. Managing the existing and future sensitive land uses around Malaga Station is a key consideration for the PTA in the delivery of Malaga Station.</p>

Item	Summary
<p>DCP 1.6–Planning to Support Transit Use and TOD</p>	<p>The key objective of DCP1.6 is to encourage the co-location of development and transportation. This is intended to serve the mutual benefit of increasing patronage on the public transport system, as well as decreasing reliance on the private vehicle.</p> <p>Malaga Station strongly supports transport orientated development principles, given it provides a multi-modal station surrounded by vacant land identified for a future master planned development.</p> <p>Although the detailed designs for the station and master planned development is yet to be finalised, ensuring compliance with TOD remains an important component of the development.</p> <p>In summary, the following design components of the Malaga Station support TOD principles:</p> <ul style="list-style-type: none"> <li>• The co-location of the bus interchange and station building, combined with a comprehensive future bus network makes multi-modal trips more desirable for passengers.</li> <li>• The location of the station within the Planning Control Area 145 and within proximity to the Malaga Industrial Area and suburbs of Bennet Springs and South Ballajura, allows for synergies between the major bus, road and rail node and service provisions.</li> <li>• The location of the carpark to the south-east of the station building provides sufficient space for the planning and future development of a TOD to the south, west and north of Malaga Station.</li> </ul> <p>Combined, these supporting measures expand the reach of TOD beyond simply development in proximity to the station and create genuine opportunities to decrease car dependence.</p>

The project is committed to further assessment of potential railway noise and vibration mitigation measures associated with a future TOD surrounding Malaga Station, to ensure outcomes are consistent with stakeholder expectations. While railway infrastructure and system works are excluded from the development approvals process and as such this application, design of these elements will further consider and where necessary seek to reduce noise and vibration outcomes associated with the railway. The project will also continue to work closely with the METRONET Office and other key stakeholders in planning for the adjacent precinct, with a view to achieving best practice outcomes from an integrated transport and land use planning perspective.

Figure 6 - MRS Map



### 8.1.1 METRONET Station Precinct Design Guide

The METRONET Station Precinct Design Guide provides specific design guidance aimed at the design and planning of station precincts, including objectives which are fundamental to the delivery of a METRONET station.

Importantly, the METRONET Station Precinct Design Guide emphasises that a 'one-size-fits-all' approach cannot be applied to station design, and instead a station must be designed on a case-by-case basis considering the transit function, context and development potential over time. This is particularly relevant to the MEL stations given the surrounding centres are in a state of transition, and the ultimate activity centre station design may vary as the supporting activity centre development evolves.

The Station Precinct Design Guide sets out 8 critical element objectives which require the specific planning response to support successful long-term station development. These requirements vary depending on the station precinct type.

The Preliminary Place Plan & Indicative Layout Response prepared for the Malaga Station has identified the station starts as a Transit Node (SP6) and Neighbourhood (SP5) type station precinct. In the future, with the development of the urban density around the station, the area will grow into a Town Centre (SP4) type station precinct.

The respective descriptions of these station typologies are as follows:

#### Transit Node

*Transit node precincts primary role is to provide access to stations for a wide catchment with the provision of park and ride and/or transit interchange from other services.*

#### Neighbourhood

*Neighbourhood station precincts are primarily residential communities with good transit accessibility and support a basic mix of uses to meet the needs of local residents.*

#### Town Centre




*Town centre station precincts are hubs for the immediately surrounding suburbs, and provide a range of shops, employment opportunities, community services and facilities to the local and wider area.*

Many of these 'critical elements' are most applicable to future development surrounding the station and is beyond the scope of the Malaga station development. However, the applicable aspects are:

- Critical Element 4: Intersections and Crossings
- Critical Element 5a: Transit Integration – Rail
- Critical Element 5b: Transit Integration – Bus
- Critical Element 6: Station Type
- Critical Element 7a: Station Dedicated Parking
- Critical Element 8: Public Realm and Public Open Space.

The following table applies these critical elements to the proposed Malaga station design.

Table 8–Station Critical Element

STATION CRITICAL ELEMENT	DETAILS
<b>Critical Element 4: Intersection and Crossings</b>	
<p><i>Preferred: controlled four way intersection, no splitter lanes.</i></p> <p><i>Considered: Micro roundabout</i></p>	<p>All intersections within the PTA car park and busway are sign-controlled intersections with no splitter lanes. The busway service roads are designed to the required swept path (noting that this area will accommodate over-sized articulated buses).</p>
<b>Critical Element 5a: Transit Integration - Rail</b>	
<p><i>Preferred:</i></p> <div style="display: flex; flex-direction: column; gap: 10px;"> <div data-bbox="172 701 544 786">  <p>Underground Tunnel</p> </div> <div data-bbox="172 864 472 949">  <p>Cut and Cover</p> </div> <div data-bbox="172 1010 392 1117">  <p>Open cut</p> </div> </div>	<p>The Malaga Station is designed as an ‘at-grade’ station with an elevated concourse providing access to the station platforms.</p> <p>This is best described as an ‘at-grade’ station form, which is a contemplated form of station for Neighbourhood Centres and Transit Note station types.</p> <p>Whilst this is not a preferred design for the station typology, it is a suitable station design, and allows the station to integrate well with the planned future development of a TOD. Malaga Station was previously considered as a station in a cutting, however, the high groundwater table in this area made this a very expensive option. Furthermore, there are a number of advantages to an at-grade station in a future town centre, including:</p> <ul style="list-style-type: none"> <li>- Ability to provide prominent architecture that creates a civic space;</li> <li>- Limited segregation as road crossings can be provided beyond the station; and</li> <li>- Good integration with the centre and bus interchange.</li> </ul>
<b>Critical Element 5b: Transit Integration – Bus</b>	
<p><i>Preferred: on street.</i></p> <p><i>Integrated/stacked interchange loop at grade</i></p>	<p>The Malaga station provides an at grade bus interchange immediately adjacent to the station building. This is consistent with the preferred approach.</p>
<b>Critical Element 6: Station Type</b>	
<p><i>Preferred: integrated station, underground station.</i></p>	<p>The following design elements demonstrate that the Malaga Station is best classified as an integrated station, consistent with the ‘preferred’ approach for a Transport Node / Neighbourhood / Town Centre station.</p> <p><u>Integrated into the streetscape / form a seamless part of the urban streetscape</u></p> <p>Multiple aspects of the station have been designed to appropriately interface with surrounding future development. This includes the integration of the station building with the adjacent Welcome Place, and opportunities for future development adjoining the station. The</p>

STATION CRITICAL ELEMENT	DETAILS
	<p>direct connection between the station building and the future main street also provides a logical connection between the station and future town centre.</p> <p><u>Streetscape to be dedicated for entry ways to the station</u></p> <p>The entrance experience for the Malaga Station is enhanced by the use of a high quality arbour, Welcome Place and open space area. Combined, these areas create clear wayfinding cues to the station entrance, as well as creating a pleasant entrance experience.</p>
<p><b>Critical Element 7a: Station Dedicated Parking</b></p>	
<p><i>Preferred (Core): no park'n'ride</i></p> <p><i>Considered (Core): limited park'n'ride (stacked/decked)</i></p>	<p>The Malaga Station provides at grade parking for passengers. This is recognised as a considered form of parking for a transit node / neighbourhood / town centre station precinct type.</p> <p>Providing some degree of parking is a requirement of the SWTC, and is therefore politically a necessary component of delivering the train station. This is particularly important for the Malaga Station, given the surrounding development will likely be a medium-term option.</p> <p>The focus is therefore delivering this parking with the least impact on station amenity, whilst also reducing the barrier to the potential redevelopment and re-use of the car parking areas. As at-grade parking requires the least structural investment, this form of parking is more conducive to urban redevelopment, as compared to stacked or decked parking.</p> <p>Further to the above, stacked/decked parking should be considered only when it is viable to construct it as part of transit oriented development adjacent to the station. Otherwise, the scale of the parking would detract from the amenity of the station and surrounds.</p> <p>In terms of integration with the surrounding areas, the car parking layout is deliberately contained within one single cell to the south-east of the station building, to enable planning and future development of a TOD to the south, west and north of Malaga Station. This parking area is set out with space for future development cells between the parking and main street, which will assist in sleeving the car parking area.</p>



### Critical Element 8: Public Realm and Public Open Space

Preferred: people streets  
plaza/square, playspace urban  
park

The Malaga Station provides a 'Welcome Place' plaza located immediately south of the station building entrance, providing a meeting place where people can congregate or dwell before proceeding on their journeys, as well as increasing the opportunities for mutual passive surveillance. This area is to be developed with high quality landscaping and artworks, and will be the heart of the station precinct and the new Malaga Town Centre.

#### 8.1.2 Planning Control Area No. 145 (PCA 145)

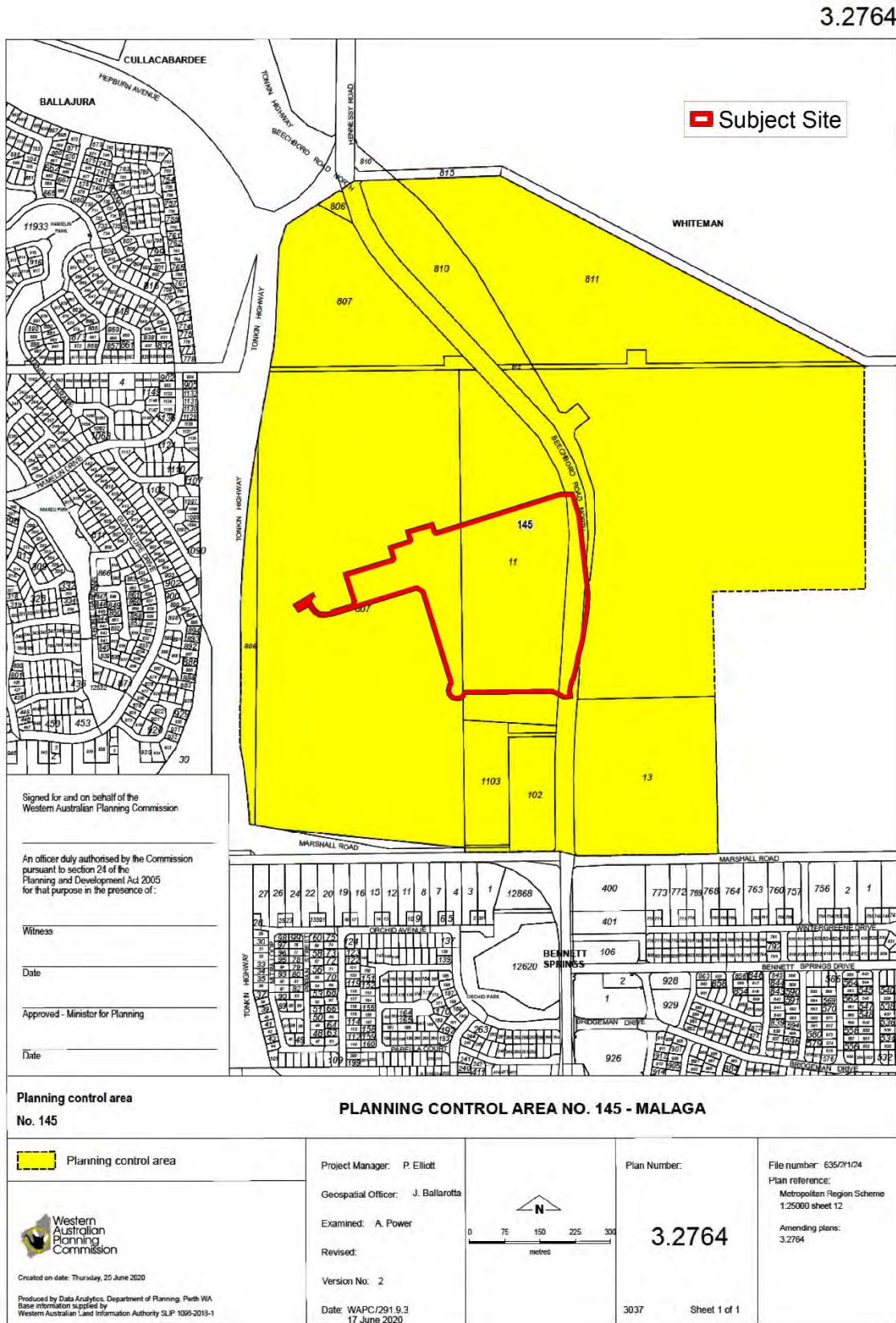
The proposed Malaga Train Station works are wholly located within PCA145, which has been established for the purpose of facilitating the development of the land for the purpose of railways and other related road widening purposes.

The Planning and Development Act 2005 (PD Act) outlines the planning processes for a PCA. This process is summarised as follows:

- The development application is to be lodged with the City of Swan. The local authority is to forward the application and its recommendation to the WAPC within 30 days of receiving the application (Section 115(3) of the PD Act).
- The Commission must then make a decision within 60 days of receiving the forwarded application (Section 250(3) of the PD Act).

Under Section 130 of the PD Act, the PCA provisions prevail over every other provision of the PD Act, including any region planning scheme or local planning scheme. However, this alone does not negate the requirement to obtain approval under the region planning scheme or local planning scheme, where applicable.

Figure 7-PCA 145



## 8.2 Local Planning Framework

As noted earlier in this report, the proposed development meets the categorisation of 'Public Works' and is exempt under Section 6 of the *Planning and Development Act 2005*. Regardless, as the interface between the Malaga Station and surrounding Malaga Industrial and Employment Centre is an essential consideration in the successful station planning design, and the driving principles and objectives of the have been considered for this application.

### 8.2.1 City of Swan Local Planning Scheme No. 17

The City of Swan Local Planning Scheme No. 17 (LPS 17) sets out the local government's planning aims and intentions for the Scheme area. The site is zoned General Rural under LPS 17.

Clause 9.1.2 (note 3b) acknowledges that applications for planning approval for land zoned under the MRS and within a declared Planning Control Area are to be referred by the local government to the Commission in accordance with the requirements of the MRS.

### 8.2.2 City of Swan Local Planning Strategy

The City of Swan Local Planning Strategy sets out the long-term planning and development direction of the City, with consideration to the State Government's long term growth strategy Perth and Peel @3.5 million.

The Local Planning Strategy acknowledges and plans for a new passenger rail line from the existing Midland Line to the Ellenbrook town centre with additional stations at Morley, Malaga and Ellenbrook. The Strategy identifies opportunities for future urban expansion surrounding the Malaga Station, as illustrated in **Figure 8**.

The Strategy acknowledges the City will take an integrated approach to transport and land use planning, through its land use decision making processes and seeks to increase residential densities near centres of employment shopping and high frequency public transport routes.

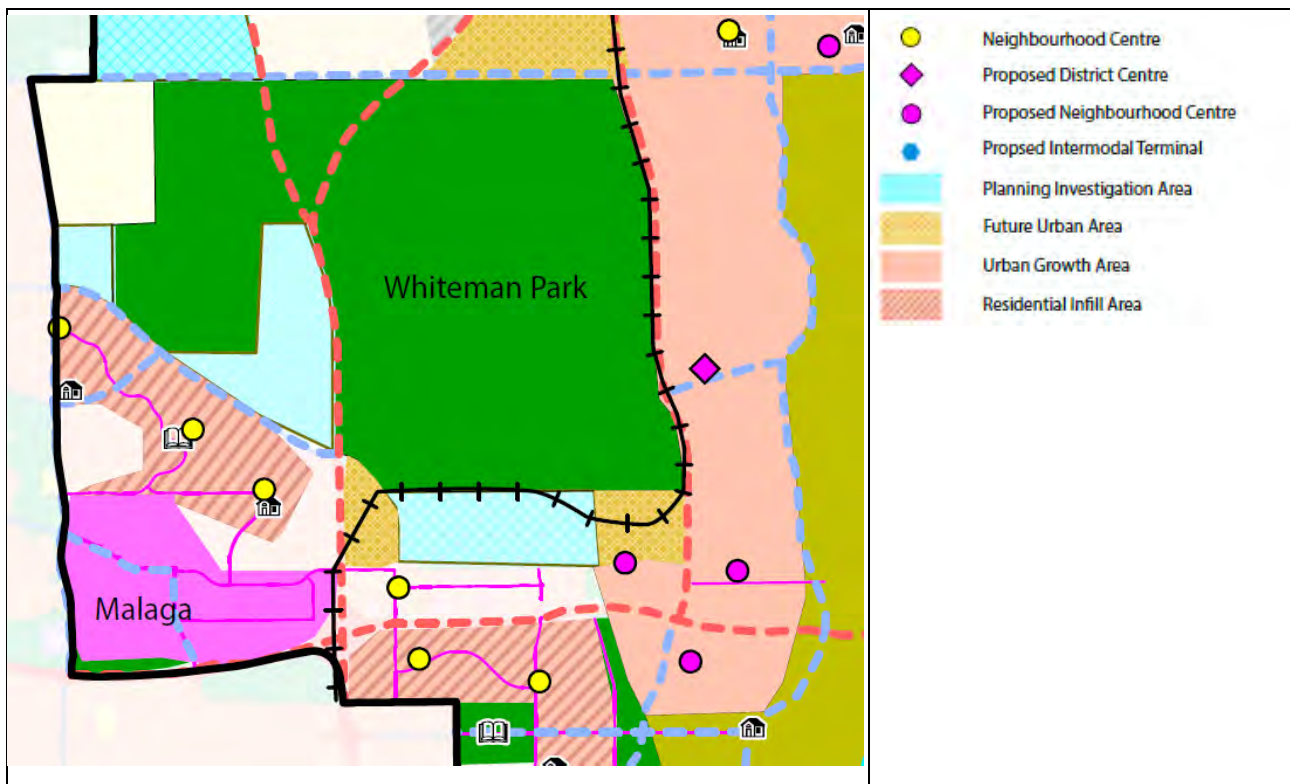


Figure 8 -Extract of the City of Swan Local Planning Strategy Map 1

### 8.2.3 Perth and Peel @ 3.5 million

Perth and Peel @ 3.5 million guides the future growth of the Perth and Peel regions as a compact consolidated and connected city that can accommodate a population of 3.5 million by 2050.

Perth and Peel @3.5 million and the North-East Sub Regional Planning Framework identify Malaga as a key growth sector for the Perth Metropolitan Area. Malaga is identified as a 'Industrial and Employment Centre' with significant expansions to construction, social assistance, manufacturing and transport, distribution and warehousing, and retail anticipated to service the local and surrounding populations.

These high-level strategic policies directly identify the MEL alignment with a station at Malaga and terminus at Ellenbrook Station. The MEL METRONET initiative is noted as an integral part of service provision within the north east corridor to provide greater connection with the surrounding areas as well as the Perth CBD.

Malaga Station is therefore entirely consistent with the overarching strategic framework. The Station will formulate an integral component of the Malaga Industrial Centre and will assist with the service provision for the emerging population of the sub- region.

Malaga Station is located within the North-East Sub-region with the population predicted to more than double by 2050 – growing from 209,000 people in 2011 to over 450,000 people by 2050. It is expected that this population growth will predominately occur within the City of Swan with an additional 73,450 dwellings required in the City over the next 30 years.

In additions to future development of a town centre immediately adjacent to the Malaga Station, planning investigation areas are identified to the south, east and north-east of the Station to accommodate future development.

Malaga Station provides a critical piece of transport infrastructure underpinning future urban expansion of the North-East Sub-region.

## 9. Supporting Approvals and Management Plans

The following table provides a summary of those approvals.

Table 9–Summary of Supporting Approvals and Management Measures

CONSIDERATION	DETAIL
<p><b>Environmental Approvals</b></p>	<p>The Morley to Ellenbrook Line clearing works were granted approval by the EPA in December 2020 (Ministerial Statement No. 1156). This approval included the clearing required to:</p> <p><i>Construct and operate a new 13 kilometre railway line between Malaga and Ellenbrook in the City of Swan. The proposal includes the construction of new train stations and associated facilities at Malaga, Whiteman Park and Ellenbrook, and a potential future station at Bennett Springs.</i></p> <p>Approval was granted for the clearing and disturbance if no more than 249ha (of which 152.1ha is native vegetation) for the alignment. <b>Figure 9</b> below outlines the approved disturbance footprint for this alignment.</p> <p>This clearing approval was subject to a number of notable conditions, including the requirement to establish offsets and management plans to mitigate the environmental impacts of clearing.</p> <p>The Ministerial Statement No. 1156 is provided at <b>Appendix G</b> of this report, and outlines these measures in detail.</p>
<p><b>Noise Monitoring Program</b></p>	<p>A noise monitoring program will be implemented within three months of the opening of the MEL line, and again at 18 months, to assess the effectiveness of noise mitigation. Specifically, the program will:</p> <ul style="list-style-type: none"> <li>• Confirm the as-built and operating railway achieves the Policy target LAeq (Day) 55 dB and LAeq (Night) 50 dB unless higher levels are permitted due to the incorporation of specified house facade protection.</li> <li>• Assess the accuracy of the pre-construction noise modelling predictions that were used to determine noise reduction treatments.</li> </ul> <p>The PTA also has existing procedures for receiving noise complaints, which will be extended to the MEL operations.</p>
<p><b>Out of Hours Work</b></p>	<p>Due to the nature and scale of the project, it is likely that some degree of ‘out of hours’ and ‘night shift’ work will be required during the construction stage of this project.</p> <p>An Out of Hours Construction Noise and Vibration Management Plan will be provided to the City of Swan prior to these out of hours works occurring. Acceptance of this Construction Noise and Vibration Management Plan will meet the notification / approval requirements as required by the Environmental Noise Regulations.</p> <p>For the purpose of the planning approval process, we request that any condition of approval related to construction hours is worded in a manner that does not restrict these out of hours works (subject to acceptance of the Construction Noise and Vibration Management Plan).</p>

CONSIDERATION	DETAIL
<b>Construction Management</b>	MELConnx's Construction Management Plan has been approved by the PTA and issued for use.
<b>Dilapidation survey</b>	A dilapidation survey, prior to demolition and excavation works commencing on site, will be commissioned 100m beyond the works area to document existing conditions of adjoining properties and infrastructure. A re-inspection post project completion will also be commissioned to assess conditions against those reported before works commenced.
<b>Access and approvals</b>	The Project Alliance will obtain permission for site access to all work areas from the relevant stakeholders prior to commencing construction works. All environmental, LGA and rail authority approvals shall be gained prior to construction works commencing onsite.
<b>Traffic Management Plan</b>	<p>The Project Traffic Management Plan will ensure:</p> <ul style="list-style-type: none"> <li>• Existing paths are maintained or alternative sealed pathways are provided.</li> <li>• Temporary paths where required will have secure fencing and appropriate lighting</li> <li>• Height clearances for roads is not reduced to less than 5.3m where possible. Approval to be sort should this not be possible</li> <li>• Ensure security to adjacent properties</li> <li>• Construction personnel will be encouraged to use public transport where possible</li> </ul> <p>Construction personnel's vehicles or construction vehicles are to park only in designated parking bays within the construction site.</p> <p>It is expected that the delivery of a traffic management plan will be a condition of development approval.</p>
<b>Subdivision Approval</b>	<p>The internal main street connecting to Beechboro Road will ultimately be created as a public road through a subdivision approval. The scope of this development application will include the physical construction of the road, but the subdivision to legally create the road will be completed as a separate process.</p> <p>Importantly, the intent is to have this land dedicated as a public road prior to operation of the Malaga Station.</p>

Figure 9 – Malaga to Ellenbrook Approved Development Envelope



## 10. Conclusion

The METRONET Morley Ellenbrook Line from Bayswater to Ellenbrook seeks to implement best practice urban design and transport planning principles to the emerging north-east corridor of Perth. The Malaga Station is an exceptional example of this approach, which by placing the Malaga multi-modal station within the future Malaga town centre will establish the opportunities for future development which does not rely solely on private vehicle travel.

The station design has been well thought out, with careful consideration to ensure the station building and its supporting facilities interface appropriately with the future planned main street and development sites around the station. This has included careful consideration to matters including desire lines, road hierarchy, potential future land uses, pedestrian movements and their interface with the station building and supporting infrastructure.

This report concludes that the Malaga Station achieves these essential pillars of a contemporary station, as evidenced through the following:

- A pedestrian first approach to the station building design, which provides for logical and direct links to the future main street and open spaces.
- The co-location of the bus interchange and station building to reduce the total journey time for multi-modal trips, making bus-to-train transport a more practical and feasible option for patrons. The inclusion of a continuous canopy, linking the bus interchange to the station building, provides an improved quality of connection for transferring passengers.
- Providing essential pedestrian connecting infrastructure, including an extension of the existing shared path network to the Malaga Station.
- Recognising the need for park-and-ride facilities for a train station in an emerging urban setting, the station design accommodates car parking in a manner which is sleeved by future development sites.
- Development of the Welcome Place is proposed to create an attractive and usable space within the immediate vicinity of the station and provides a connection to the shared path and future town centre.

Whilst the development application is for 'public works' and has limited statutory assessment controls under the local government framework, this has in no way resulted in a compromised design outcome for the Malaga Station. As demonstrated via a planning assessment against the qualitative controls of SPP7, the METRONET Station Design Guide and other relevant State and local planning frameworks, the Malaga Station is designed to be fit for purpose and will be the catalyst for further supporting high quality development within the future Malaga town centre and surrounding areas.



## Disclaimer

This report is dated 26 August 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of MELConnx / Public Transport Authority (**Instructing Party**) for the purpose of Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

## Appendix A-Certificates of Title

WESTERN



AUSTRALIA

REGISTER NUMBER <b>810/DP418162</b>	
DUPLICATE EDITION <b>1</b>	DATE DUPLICATE ISSUED <b>17/3/2021</b>

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME **2999** FOLIO **678**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

*BGRoberts*  
REGISTRAR OF TITLES



**LAND DESCRIPTION:**

LOT 810 ON DEPOSITED PLAN 418162

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

WESTERN AUSTRALIAN PLANNING COMMISSION OF 140 WILLIAM STREET PERTH WA 6000  
(AF O643858 ) REGISTERED 16/2/2021

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

- EXCEPT AND RESERVING METALS, MINERALS, GEMS AND MINERAL OIL SPECIFIED IN TRANSFER 428/1908. AS TO PORTION ONLY SEE DEPOSITED PLAN 31416.
- E663238 EASEMENT TO STATE ENERGY COMMISSION OF WA FOR ELECTRICITY PURPOSES - SEE DEPOSITED PLAN 407965. REGISTERED 26/7/1991.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
\* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP418162  
PREVIOUS TITLE: 2925-217  
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.  
LOCAL GOVERNMENT AUTHORITY: CITY OF SWAN  
RESPONSIBLE AGENCY: WESTERN AUSTRALIAN PLANNING COMMISSION



Application A842954

WESTERN



AUSTRALIA

Volume 531 Folio 70A

1383 103

# CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

DEPOSITED PLAN 407958  
LODGED (SUNDAY POL.  
N351752)

Page 1 (of 2 pages) 1383 103  
VOL. FOL.

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

DATED 28th June, 1974

*Madwards*  
REGISTRAR OF TITLES



### ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of each of Swan Locations I and K and being Lot 11 on Diagram 46462, delineated and coloured green on the map in the Third Schedule hereto.

### FIRST SCHEDULE (continued overleaf)

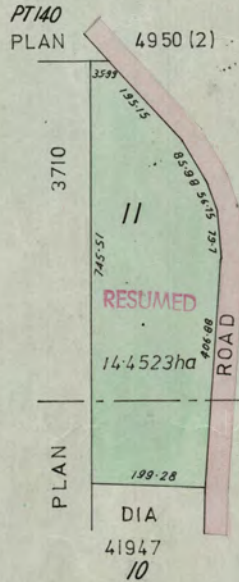
L. D. Marshall Holding Co. Pty. Ltd., of care of L.B. McDonald & Associates, 8 The Esplanade, Perth.

### SECOND SCHEDULE (continued overleaf)

1. CAVEAT A842956. Lodged 28.6.74 at 2.260'c.

*Madwards*  
REGISTRAR OF TITLES

### THIRD SCHEDULE



SCALE 1:10 000

PUBLIC WORKS ACT 1902-1953  
R.D. 47-79  
Gaz. 20-7-79 Plan.....  
Whole.....resumed and vested in  
Metropolitan Region Planning Authority  
*Limbrough*  
Registrar of Titles

PUBLIC WORKS ACT 1902-1953  
In the portion resumed Gaz. 20-7-79.....  
the right to mines of coal or other  
minerals is resumed and re-vested in Her  
Majesty as of her former estate.  
*Limbrough*  
Registrar of Titles

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

**FIRST SCHEDULE (continued)**

REGISTERED PROPRIETOR	INSTRUMENT		REGISTERED	TIME	SEAL	INITIALS
	NATURE	NUMBER				
Glenda Joyce Rusbby of 1 Malebury Street, Bieton, Secretary.	Transfer	4842955	28.6.74	2.26		B
The correct name and addition of the proprietor is Glenda Joyce Sommerville of 80 Fremantle Road, Mandurah, Married Woman.	Application	B352606	14.7.77	10.16		A
Lidia Gurgone, of 46 Farley Way, Bayswater, Married Woman, one undivided eighth share, Salvatore Gurgone, of 46 Farley Way, Bayswater, Taxi Proprietor, three undivided eighth shares, and Carmelo Ioppolo, of 10 1/2 Mile Peg, Wanneroo, Real Estate Salesman, four undivided eighth shares, as tenants in common.	Transfer	B352607	14.6.77	10.16		M

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

**SECOND SCHEDULE (continued)**

INSTRUMENT	PARTICULARS	REGISTERED	TIME	SEAL	INITIALS	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL	INITIALS
Mortgage	to Myrtle Marshall of West Swan Road, West Swan, Married Woman.	1.10.74	9.31		M	Discharged	B352604	14.6.77		M
Mortgage	to The National Bank of Australasia Limited.	30.1.75	9.59		M	Discharged	B352605	14.6.77		M
Memorial	Section 46 of Land Tax Assessment Act 1976 as amended.	12.10.76	2.19		M	Certificate	B352603	14.6.77		M
Mortgage	to Myrtle Marshall, of 78 West Swan Road, West Swan, Married Woman.	14.6.77	10.16		M					
Mortgage	to Glenda Joyce Sommerville, of 80 Fremantle Road, Mandurah, Married Woman.	14.6.77	10.16		M					
Caveat	As to the interest of Carmelo Ioppolo only.				M					
Caveat	Lodged 26.10.77 at 3.15 o'clock.				M					
Re Mortgage	Lodged 8.12.77 at 2.51 o'clock.				M					
Transfer	Fourteen days notice sent on Caveats 4842956, B422997 and B446510. on 29.5.78 Limit 13.6.78. #				M					
Transfer	of Mortgage B352608 to Charles Henry Atwood, Farmer and Rose Fletcher Atwood, Married Woman both of Capel, as tenants in common. (Dup Title not prod.)				M					
Caveat	Lodged 8.1.79 at 1.53 o'clock.	22.11.78	2.41		M					
Caveat	Lodged 8.1.79 at 1.53 o'clock.				M					

## Appendix B - Development Plans

# MORLEY ELLENBROOK LINE (MEL) MALAGA STATION ARCHITECTURE



PRELIMINARY ONLY  
NOT FOR CONSTRUCTION

REFERENCE DESIGN

REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
B02	13/08/21	DA Issue	TP	ES	CT	
B01	06/08/21	Draft DA Issue for MELconnx Review	TP	TA	CT	
A	07/06/21	REFERENCE DESIGN	TP	TA	CT	MA
A02	29/04/21	Issued for RD - IDC	TP	TA	CT	
A01	26/03/21	50% Reference Design	TP	TA	CT	

ORIG SIZE	0 10 20 30 40 50 100mm	This document must not be copied without PTA's written permission, and the contents thereof must not be imparted to a third party nor be used for any unauthorised purpose.
A1	AT ORIGINAL PLOT SIZE	



REFERENCES	SCALE	DESIGNED
	(@ A1)	T.PRIEST
		DRAWN E.SIMPSON
		CHECKED C.TESTA
		APPROVED M.MARAVIND
		DATE 06/08/21

	MORLEY ELLENBROOK LINE
MALAGA STATION - ARCHITECTURE	
COVER PAGE	
SHEET 01	
PTA Drawing No: 25-A-287-AR0001	Rev: B02

**DRAWING LIST**

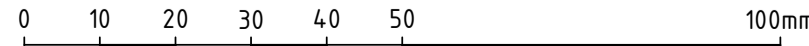
Drawing Number	Sheet Title	Revision
25-A-287-AR0022	BUS INTERCHANGE - REFLECTED CEILING PLAN	A
25-A-287-AR0049	GENERAL ARRANGEMENT FLOOR PLAN - CONCOURSE ACCOMMODATION - ROOF LEVEL - SHEET 1	A
25-A-287-AR0050	GENERAL ARRANGEMENT FLOOR PLAN - CONCOURSE ACCOMMODATION - ROOF LEVEL - SHEET 2	A
25-A-287-AR0051	GENERAL ARRANGEMENT FLOOR PLAN - ROOF LEVEL - SHEET 1	A
25-A-287-AR0052	GENERAL ARRANGEMENT FLOOR PLAN - ROOF LEVEL - SHEET 2	A
25-A-287-AR0053	GENERAL ARRANGEMENT FLOOR PLAN - ROOF LEVEL - SHEET 3	A
25-A-287-AR0084	REFLECTED CEILING PLAN - PLATFORM LEVEL - SHEET 1	A
25-A-287-AR0085	REFLECTED CEILING PLAN - PLATFORM LEVEL - SHEET 2	A
25-A-287-AR0086	REFLECTED CEILING PLAN - PLATFORM LEVEL - SHEET 3	A
25-A-287-AR0087	REFLECTED CEILING PLAN - CONCOURSE ACCOMMODATION LEVEL - SHEET 1	A
25-A-287-AR0088	REFLECTED CEILING PLAN - CONCOURSE ACCOMMODATION LEVEL - SHEET 2	A
25-A-287-AR0089	REFLECTED CEILING PLAN - CONCOURSE LEVEL - SHEET 1	A
25-A-287-AR0090	REFLECTED CEILING PLAN - CONCOURSE LEVEL - SHEET 2	A
25-A-287-AR0102	ENLARGED PLANS - CONCOURSE ACCOMMODATION	A
25-A-287-AR0106	ENLARGED PLANS - WET AREAS - PLATFORM	A
25-A-287-AR0107	ENLARGED PLANS - WET AREAS - CONCOURSE	A
25-A-287-AR0109	ENLARGED PLANS - BUS INTERCHANGE AND ASSOCIATED STAFF FACILITIES	A
25-A-287-AR0113	ENLARGED PLANS - DETAIL PLAN - VT LIFT	A
25-A-287-AR0114	ENLARGED PLANS - DETAIL PLAN - VT LIFT	A
25-A-287-AR0115	ENLARGED PLANS - DETAIL PLAN - CONCOURSE LIFT	A
25-A-287-AR0116	ENLARGED PLANS - DETAIL PLAN - CONCOURSE LIFT	A
25-A-287-AR0117	DETAILS - MAIN CANOPY DETAILS - SHEET 01	A
25-A-287-AR0118	DETAILS - MAIN CANOPY DETAILS - SHEET 02	A
25-A-287-AR0119	DETAILS - SKYLIGHT - SHEET 1	A
25-A-287-AR0120	DETAILS - SKYLIGHT - SHEET 2	A
25-A-287-AR0121	DETAILS - STATION COLUMN AND WALL DETAILS - SHEET 01	A
25-A-287-AR0122	DETAILS - BUILDING JUNCTIONS	A
25-A-287-AR0123	VERTICAL TRANSPORTATION - CONCOURSE STAIR	A
25-A-287-AR0124	VERTICAL TRANSPORTATION - PLATFORM STAIR	A
25-A-287-AR0128	OVERALL SECTIONS - STATION - SHEET 02	A
25-A-287-AR0129	OVERALL SECTIONS - STATION - SHEET 03	A
25-A-287-AR0130	OVERALL SECTIONS - STATION - SHEET 04	A
25-A-287-AR0132	OVERALL SECTIONS - STATION - SHEET 06	A
25-A-287-AR0133	OVERALL SECTIONS - STATION - SHEET 07	A
25-A-287-AR0134	DETAILED SECTIONS - MAIN CANOPY	A
25-A-287-AR0135	DETAILED SECTIONS - VT BUILDING - SHEET 1	A
25-A-287-AR0136	DETAILED SECTIONS - VT BUILDING - SHEET 2	A
25-A-287-AR0137	DETAILED SECTIONS - CONCOURSE LEVEL - SHEET 1	A
25-A-287-AR0139	DETAILED SECTIONS - CONCOURSE LEVEL - SHEET 2	A
25-A-287-AR0140	DETAILED SECTIONS - PLAN - LIFT DETAIL	A
25-A-287-AR0141	VERTICAL TRANSPORTATION - BALUSTRADE	A

PRELIMINARY ONLY  
NOT FOR CONSTRUCTION

REFERENCE DESIGN


REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
B02	13/08/21	DA Issue	TP	ES	CT	
B01	06/08/21	Draft DA Issue for MELconnx Review	TP	TA	CT	
A	07/06/21	REFERENCE DESIGN	TP	TA	CT	MA
A02	29/04/21	Issued for RD - IDC	TP	TA	CT	
A01	26/03/21	50% Reference Design	TP	TA	CT	

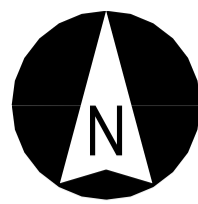
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		DRAWN E.SIMPSON
		CHECKED C.TESTA
	DATUM	APPROVED M.ARAVIND
	HORIZONTAL: PCG2020	DATE 06/08/21
	VERTICAL: AHD71	

	<b>MORLEY ELLENBROOK LINE</b>
<b>MALAGA STATION - ARCHITECTURE</b>	
<b>DRAWING LIST</b>	
<b>SHEET 01</b>	
PTA Drawing No: <b>25-A-287-AR0002</b>	Rev: <b>B02</b>





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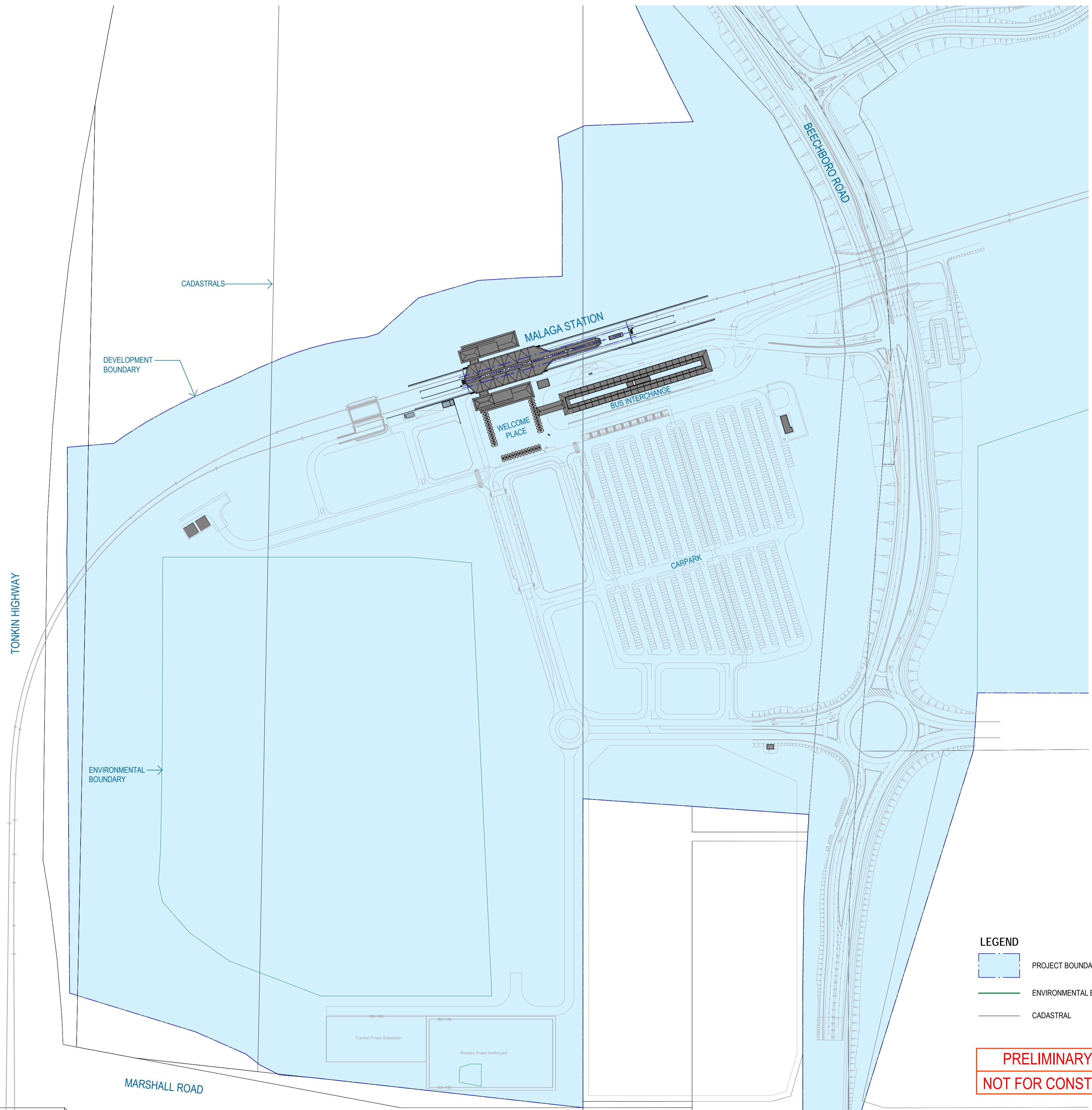
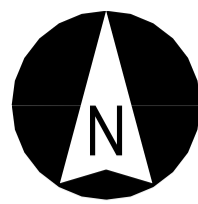
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A	07/06/21	REFERENCE DESIGN	TP	TA	CT	MA
A02	29/04/21	Issued for RD - IDC	TP	TA	CT	
A01	26/03/21	50% Reference Design	TP	TA	CT	



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	DATUM	DRAWN
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	VERTICAL: AHD71	CHECKED
		C.TESTA
		APPROVED
		M.ARAVIND
		DATE
		06/08/21

	MORLEY ELLENBROOK LINE
MALAGA STATION - ARCHITECTURE	
OVERALL PLANS	
LOCATION PLAN	
PTA Drawing No: 25-A-287-AR0012	Rev: B02



- LEGEND**
- PROJECT BOUNDARY
  - ENVIRONMENTAL BOUNDARY
  - CADASTRAL

**PRELIMINARY ONLY  
NOT FOR CONSTRUCTION**

**REFERENCE DESIGN**

REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
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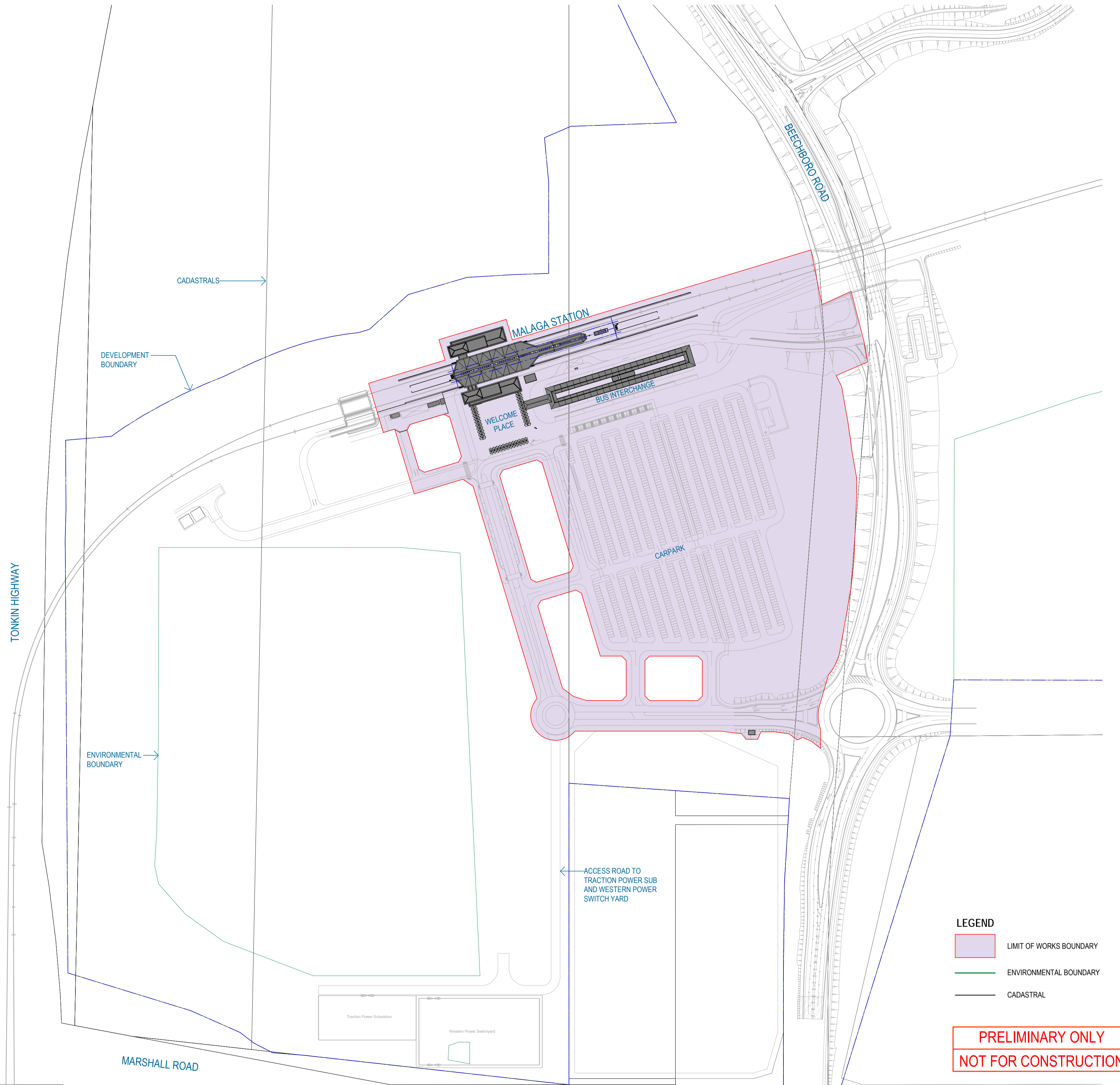
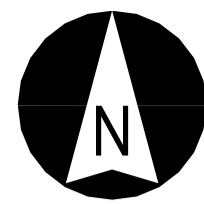
**MORLEY ELLENBROOK LINE**

**MALAGA STATION - ARCHITECTURE**

**OVERALL PLANS**

**LAND OWNERSHIP PLAN**

PTA Drawing No: 25-A-287-AR0013 Rev: B02



- LEGEND**
- LIMIT OF WORKS BOUNDARY
  - ENVIRONMENTAL BOUNDARY
  - CADASTRAL

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**REFERENCE DESIGN**

REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
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HORIZONTAL: PCG2020
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DRAWN	E.SIMPSON
CHECKED	C.TESTA
APPROVED	M.ARAVIND
DATE	13/08/21

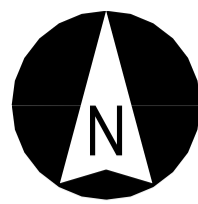
**MORLEY ELLENBROOK LINE**

**MALAGA STATION - ARCHITECTURAL**

**OVERALL PLANS**

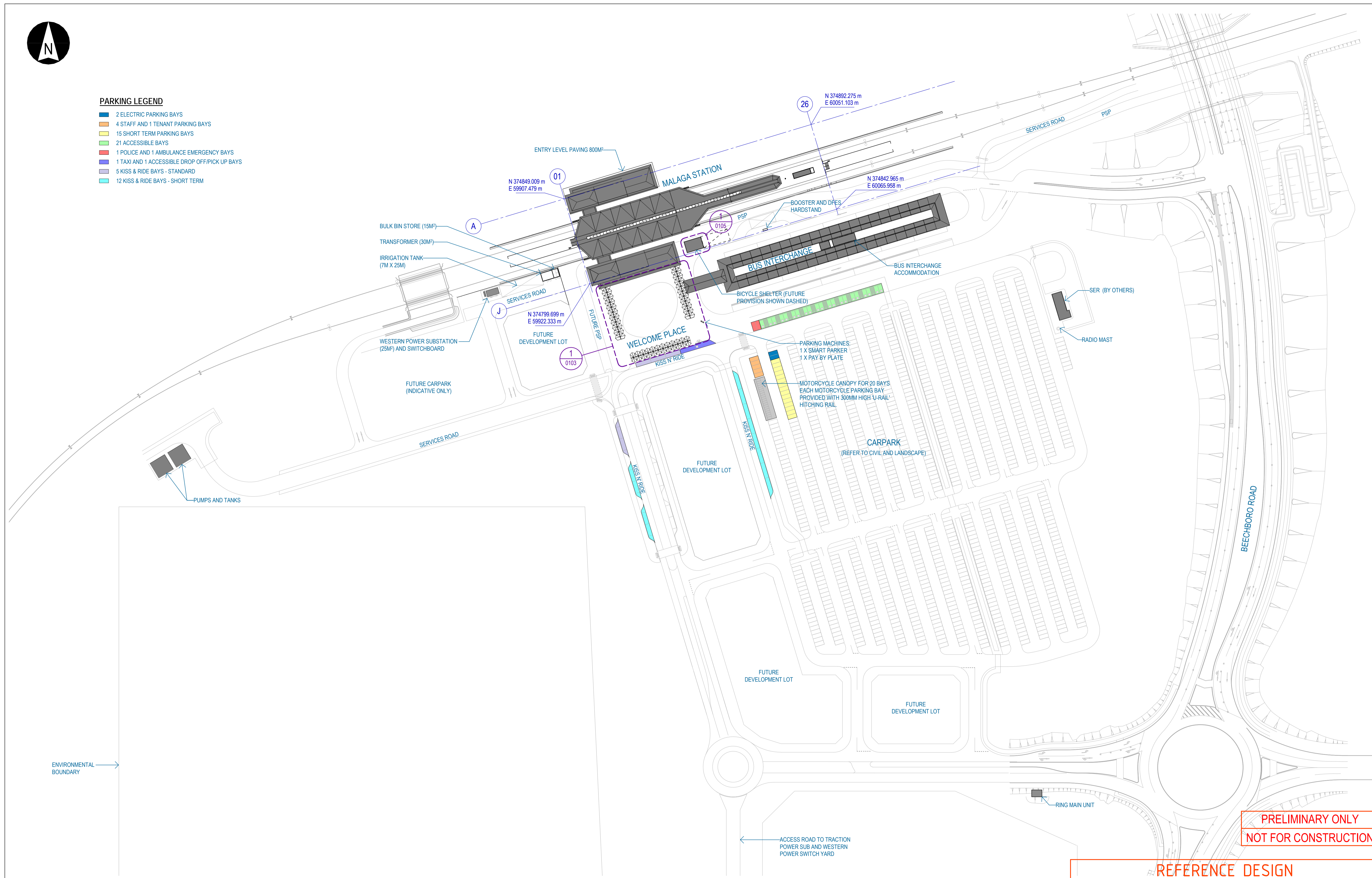
**LIMIT OF WORKS PLAN**

PTA Drawing No: 25-A-287-AR0014 Rev: B02



**PARKING LEGEND**

- 2 ELECTRIC PARKING BAYS
- 4 STAFF AND 1 TENANT PARKING BAYS
- 15 SHORT TERM PARKING BAYS
- 21 ACCESSIBLE BAYS
- 1 POLICE AND 1 AMBULANCE EMERGENCY BAYS
- 1 TAXI AND 1 ACCESSIBLE DROP OFF/PICK UP BAYS
- 5 KISS & RIDE BAYS - STANDARD
- 12 KISS & RIDE BAYS - SHORT TERM



**PRELIMINARY ONLY  
NOT FOR CONSTRUCTION**

**REFERENCE DESIGN**

REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
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Government of Western Australia  
Public Transport Authority

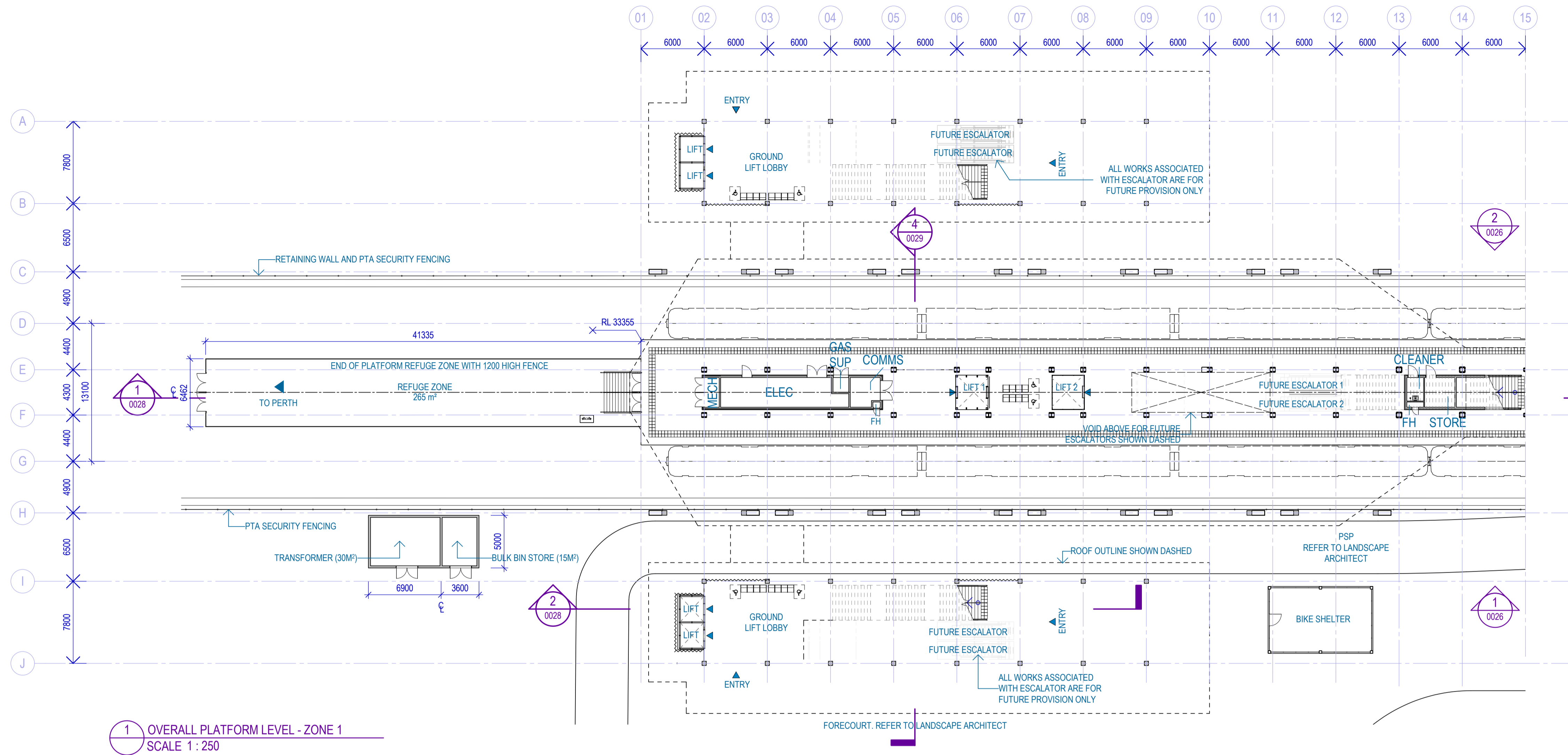
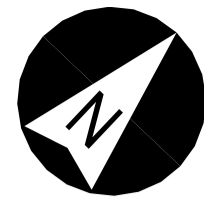
**MORLEY ELLENBROOK LINE**

**MALAGA STATION - ARCHITECTURE**

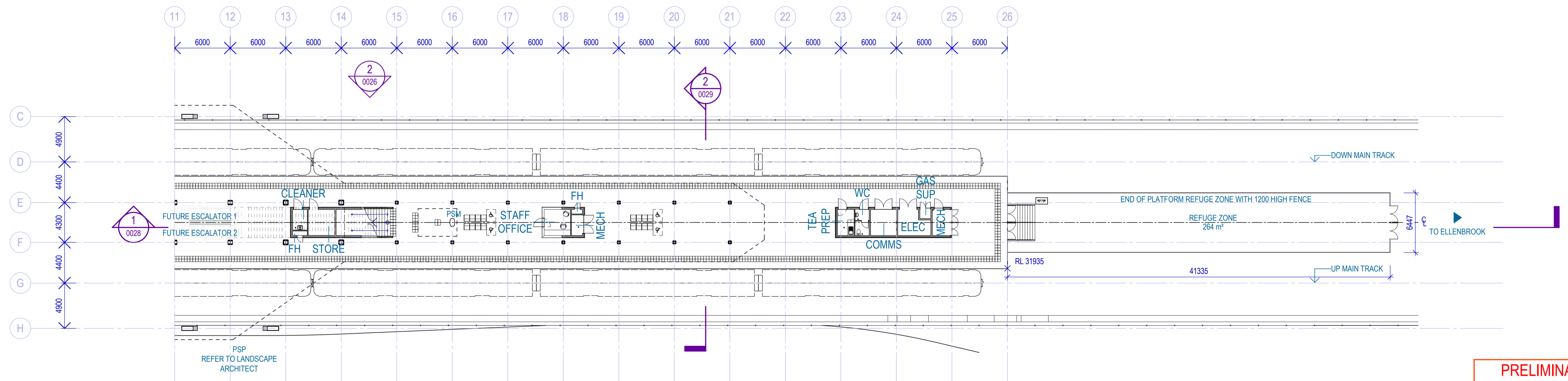
**OVERALL PLANS**

**SITE PLAN & GRID SETOUT**

PTA Drawing No: 25-A-287-AR0015 Rev: B02



1 OVERALL PLATFORM LEVEL - ZONE 1  
SCALE 1 : 250

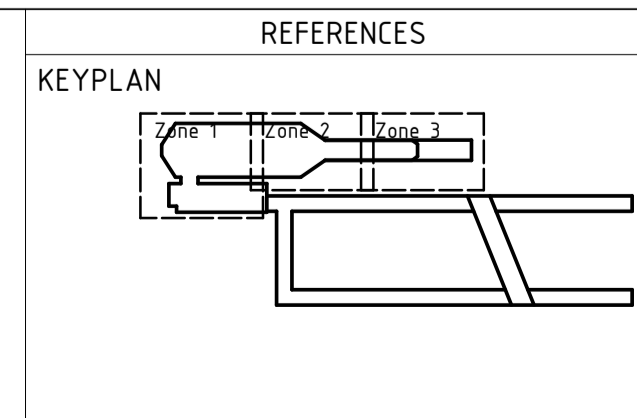


2 OVERALL PLATFORM LEVEL - ZONE 2  
SCALE 1 : 250

PRELIMINARY ONLY  
NOT FOR CONSTRUCTION

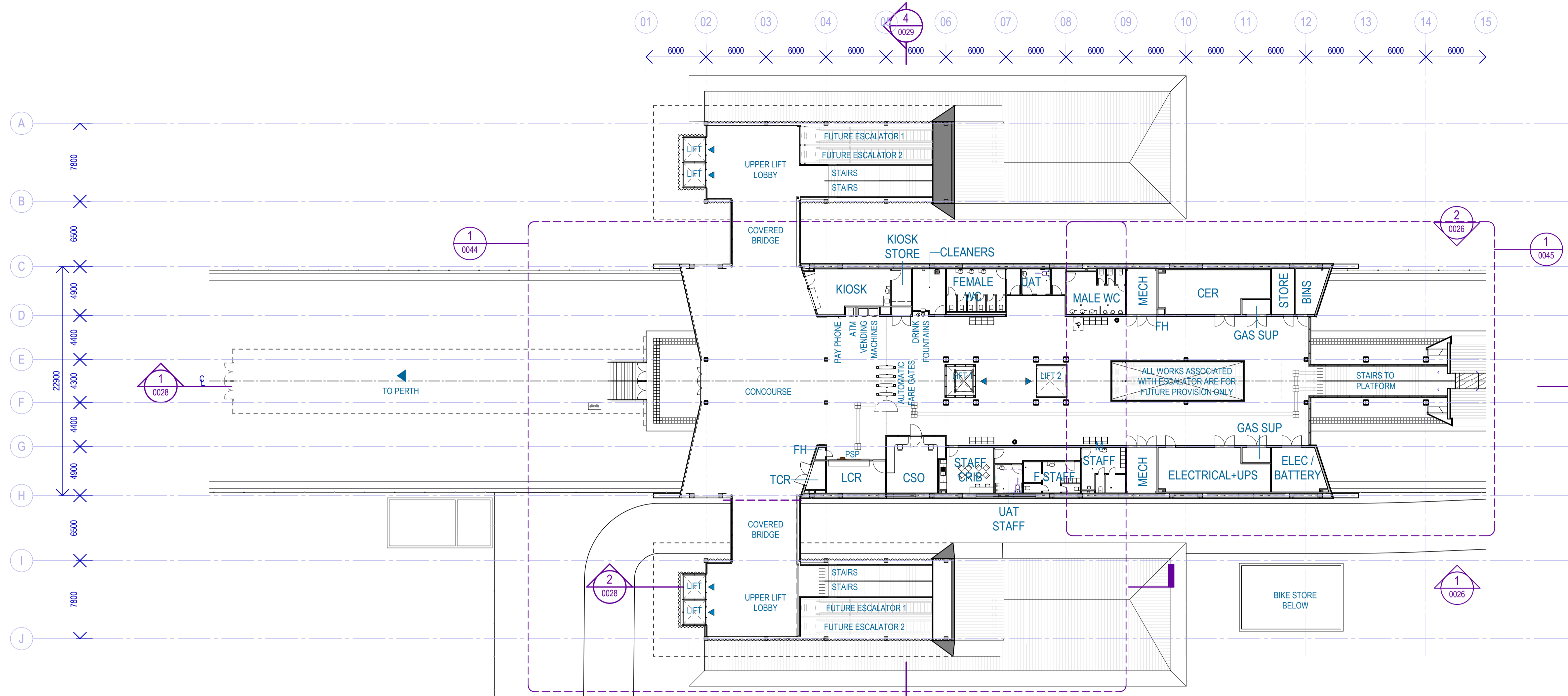
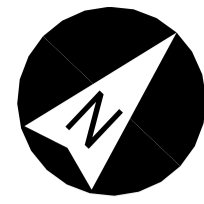
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REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
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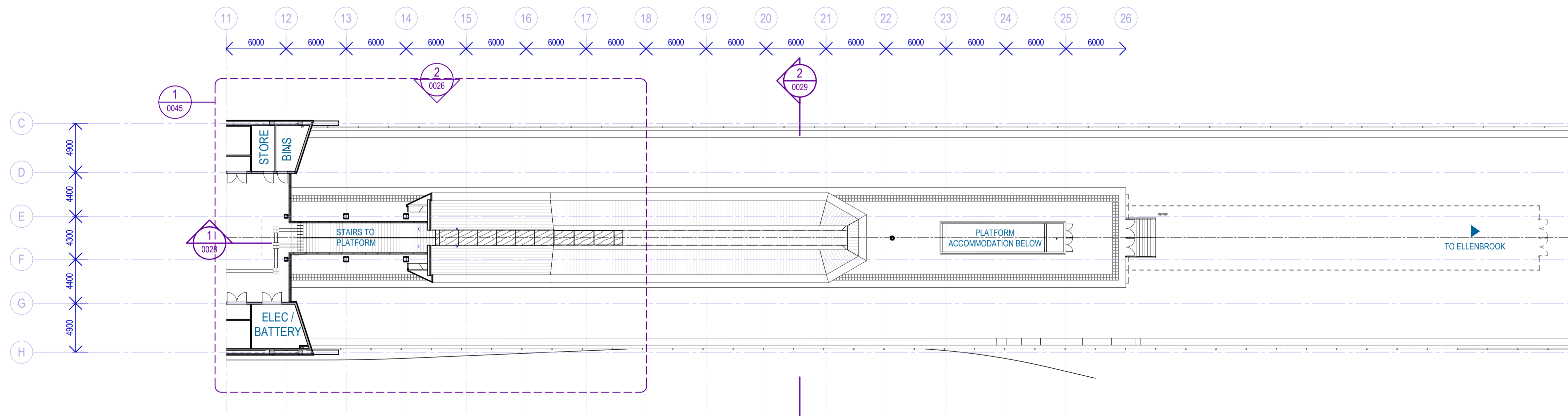


SCALE	1 : 250 (@ A1)
DESIGNED	T.PRIEST
DRAWN	E.SIMPSON
CHECKED	C.TESTA
APPROVED	M.ARAVIND
DATE	06/08/21

	MORLEY ELLENBROOK LINE
MALAGA STATION - ARCHITECTURE	
STATION OVERALL PLAN	
PLATFORM LEVEL	
PTA Drawing No: 25-A-287-AR0017	Rev: B02



1 OVERALL STATION CONCOURSE - ZONE 1  
SCALE 1 : 250



2 OVERALL STATION CONCOURSE - ZONE 2  
SCALE 1 : 250

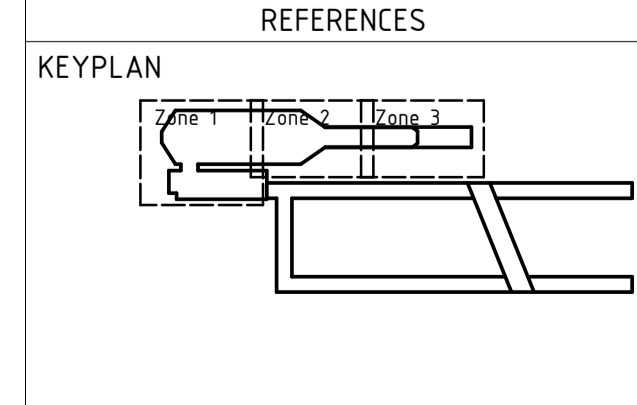
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NOT FOR CONSTRUCTION

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B01	06/08/21	Draft DA Issue for MELconnx Review	TP	TA	CT	
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A02	29/04/21	Issued for RD - IDC	TP	TA	CT	
A01	26/03/21	50% Reference Design	TP	TA	CT	



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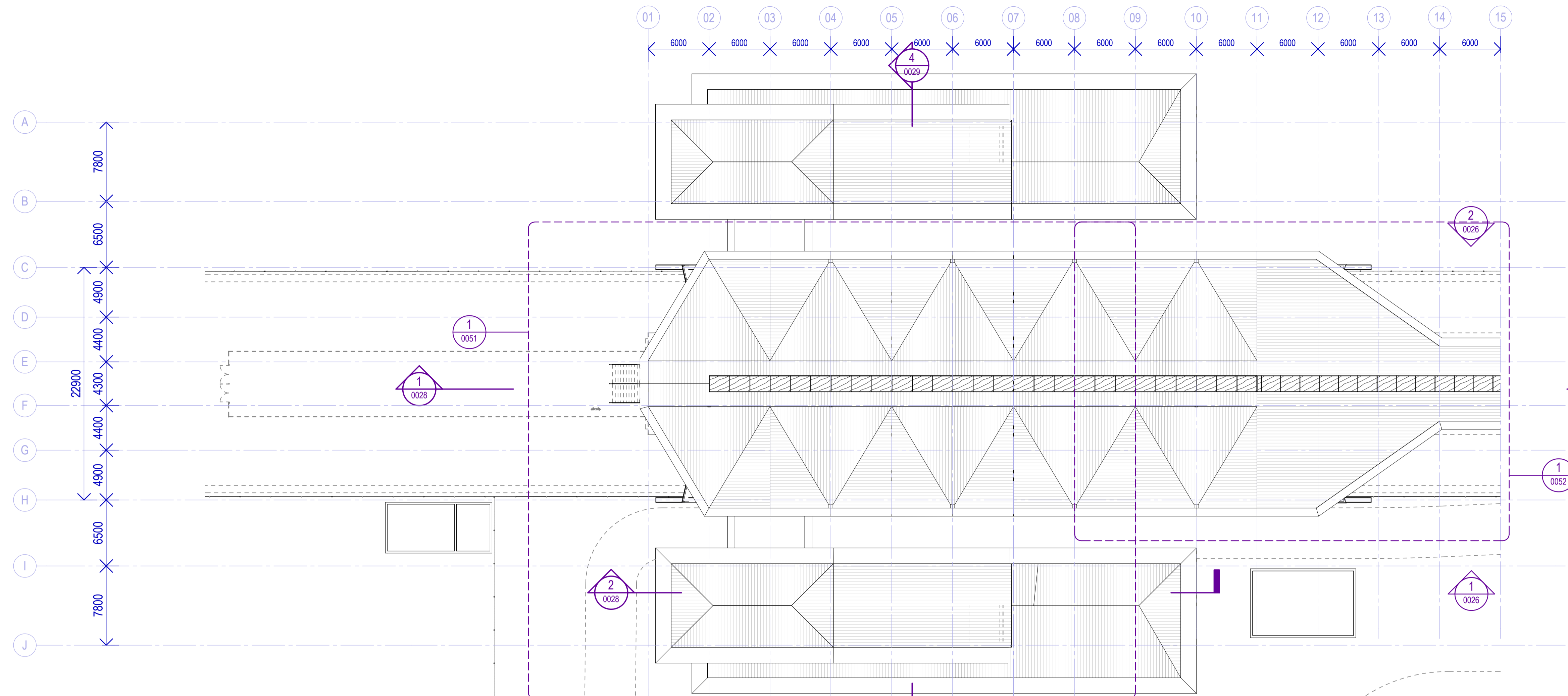
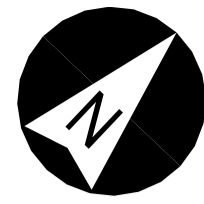
DESIGNED	T.PRIEST
DRAWN	E.SIMPSON
CHECKED	C.TESTA
APPROVED	M.ARAVIND
DATE	06/08/21

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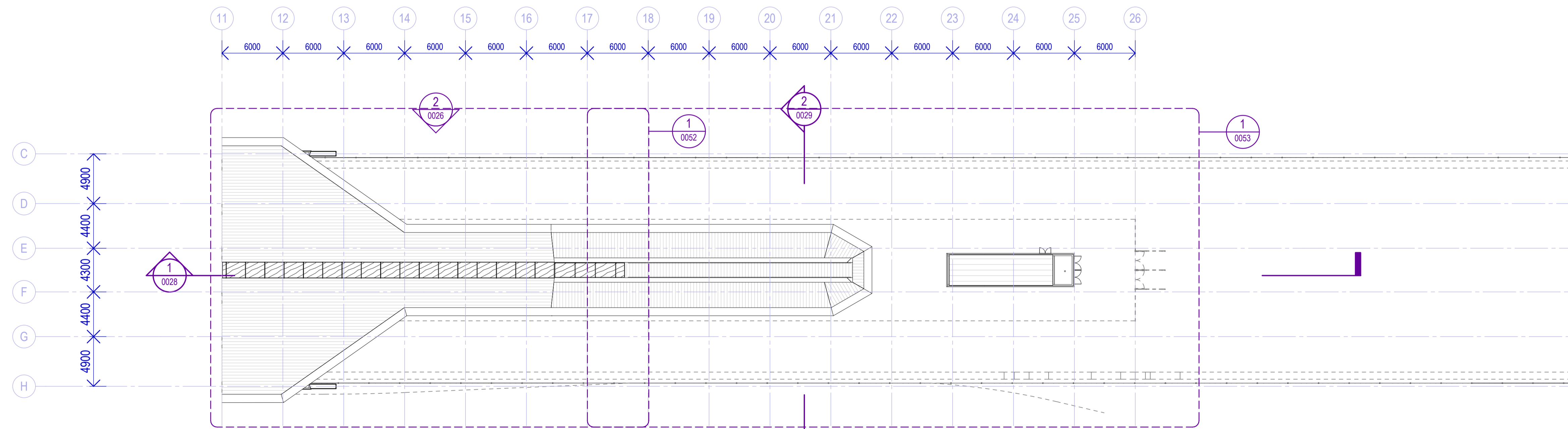
MORLEY ELLENBROOK LINE

MALAGA STATION - ARCHITECTURE  
STATION OVERALL PLAN  
CONCOURSE LEVEL

PTA Drawing No: 25-A-287-AR0018 Rev: B02



1 OVERALL ROOF PLAN - ZONE 1  
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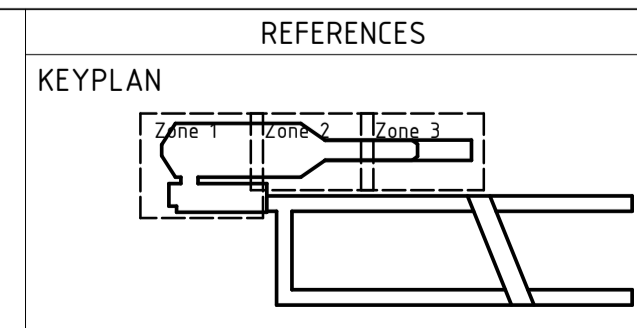


2 OVERALL ROOF PLAN - ZONE 2  
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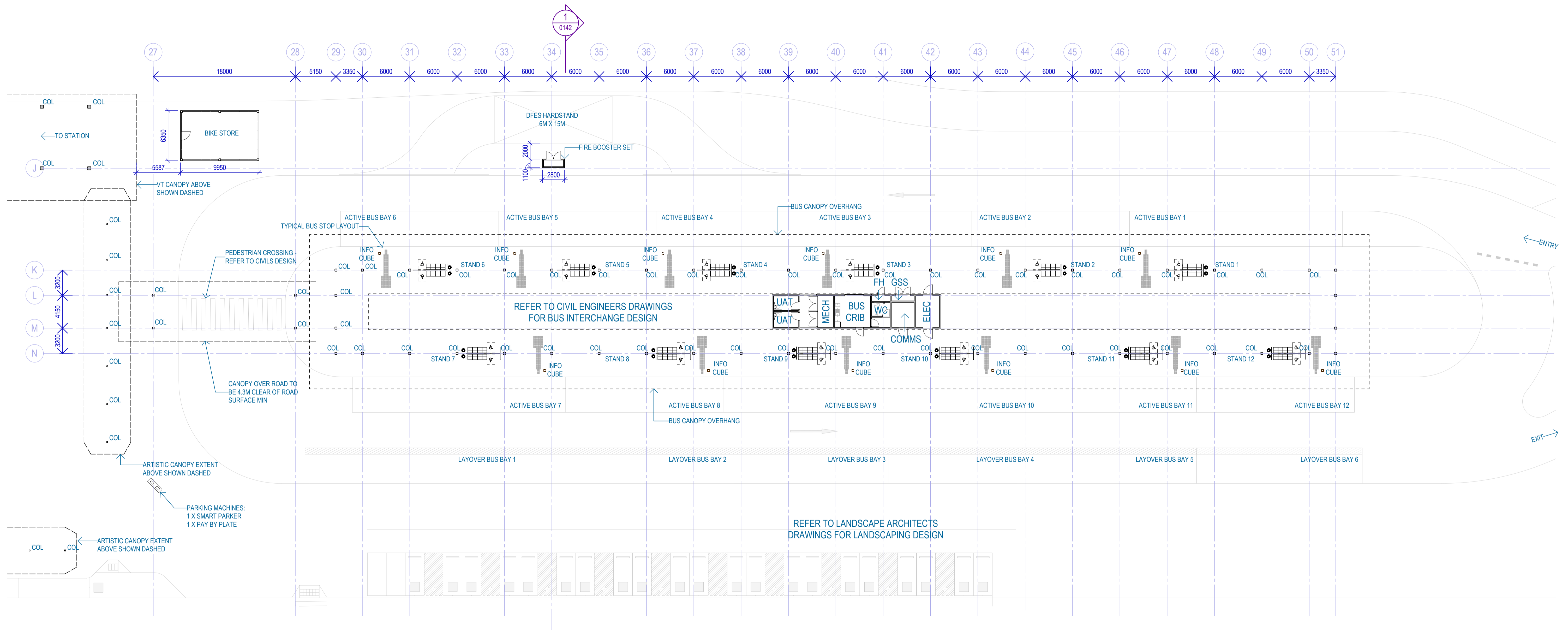
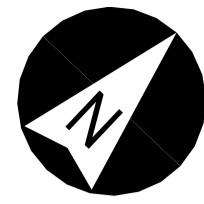
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DRAWN E.SIMPSON  
CHECKED C.TESTA  
APPROVED M.MARAVIND  
DATE 06/08/21

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MORLEY ELLENBROOK LINE

MALAGA STATION - ARCHITECTURE  
STATION OVERALL PLAN  
ROOF

PTA Drawing No: 25-A-287-AR0019 Rev: B02



1 OVERALL BUS INTERCHANGE PLAN  
SCALE 1 : 250

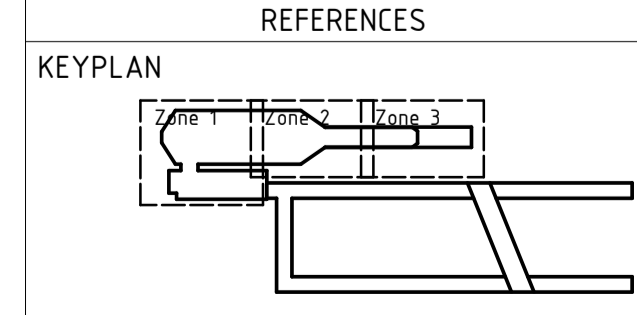
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DATUM  
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DATE 06/08/21

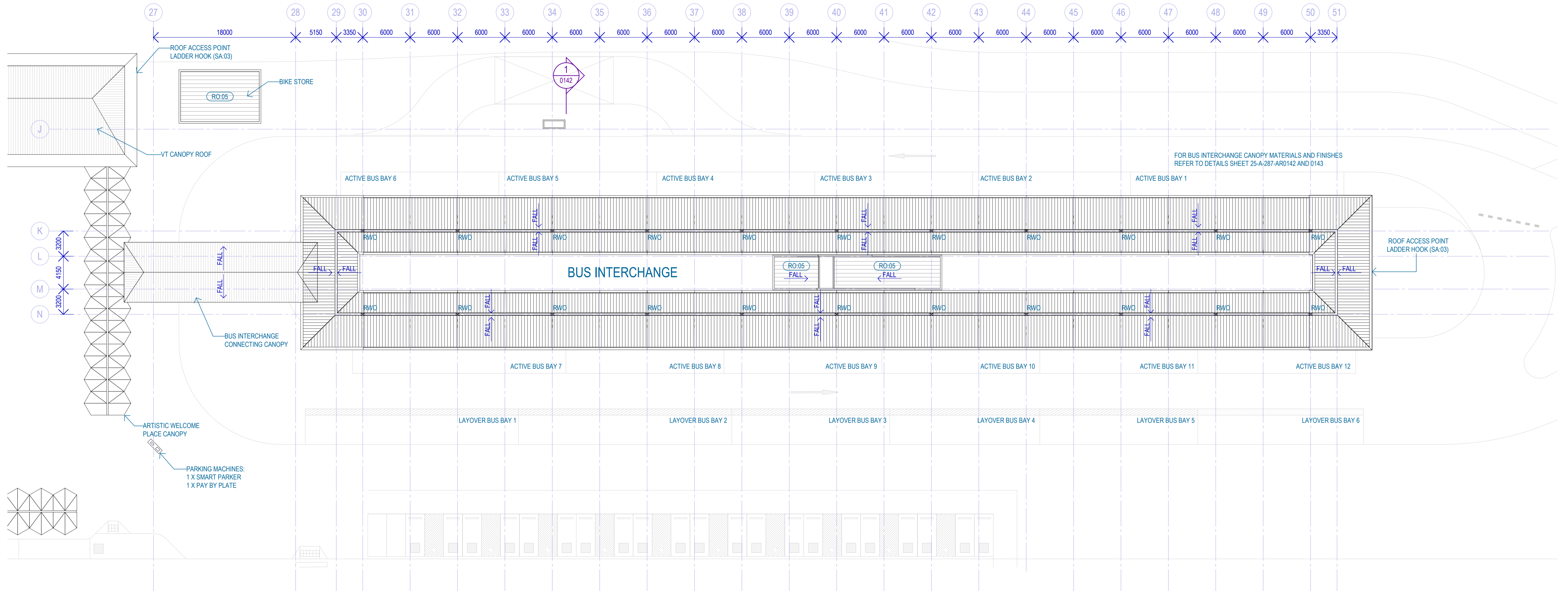
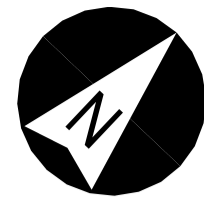
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MORLEY ELLENBROOK LINE

MALAGA STATION - ARCHITECTURE  
BUS INTERCHANGE  
PLAN

PTA Drawing No: 25-A-287-AR0020 Rev: B02



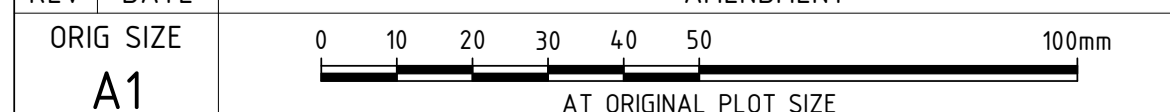


1 OVERALL BUS INTERCHANGE ROOF PLAN  
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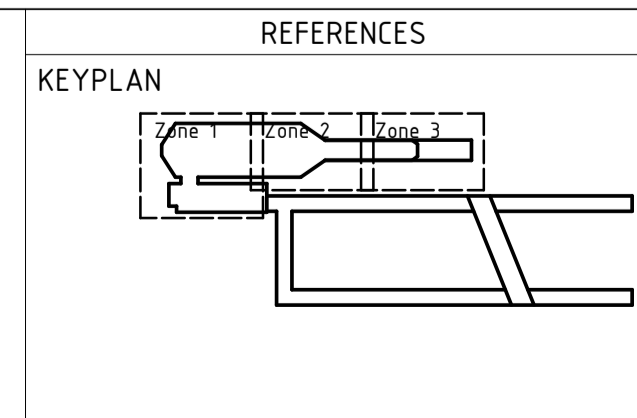
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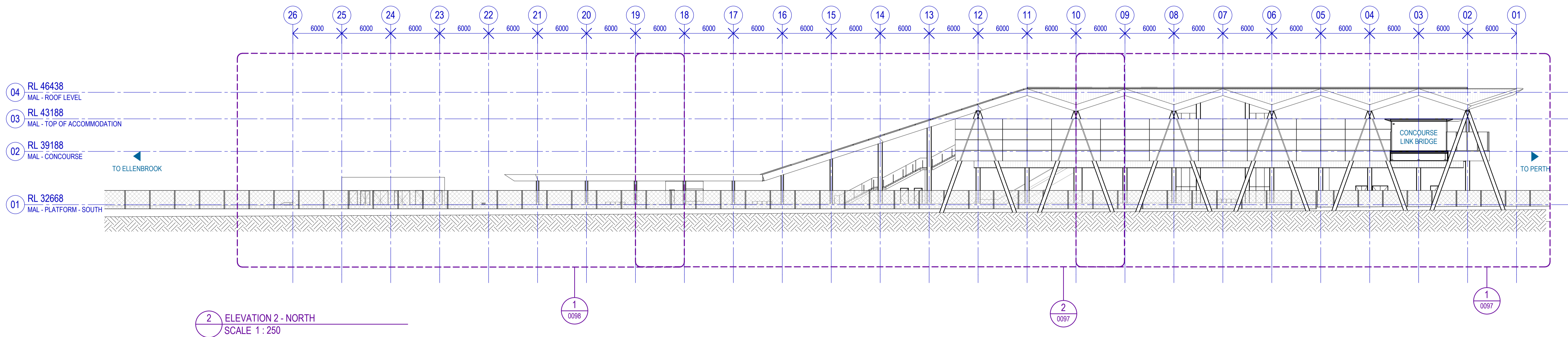
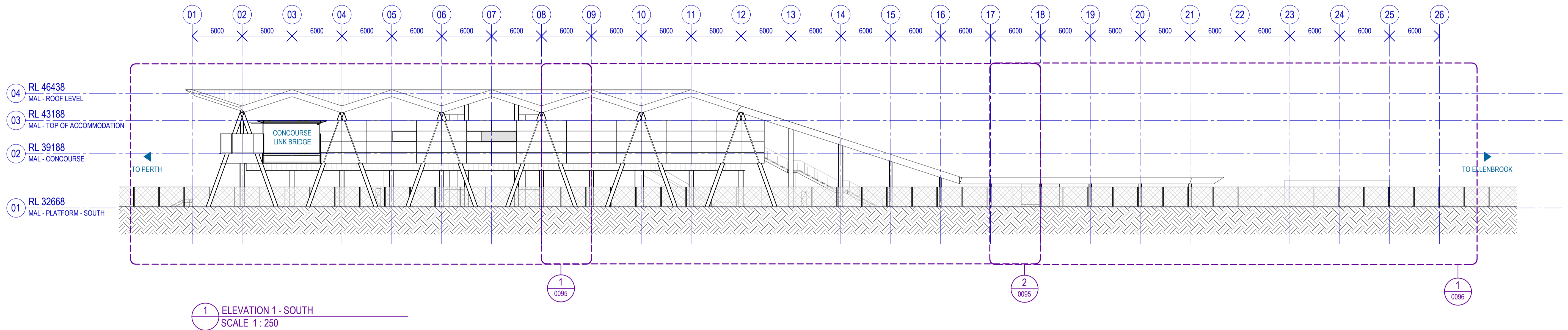
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DESIGNED	T.PRIEST
DRAWN	E.SIMPSON
CHECKED	C.TESTA
APPROVED	M.ARAVIND
DATE	06/08/21

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MORLEY ELLENBROOK LINE

MALAGA STATION - ARCHITECTURE  
BUS INTERCHANGE  
ROOF PLAN

PTA Drawing No: 25-A-287-AR0021 Rev: B02



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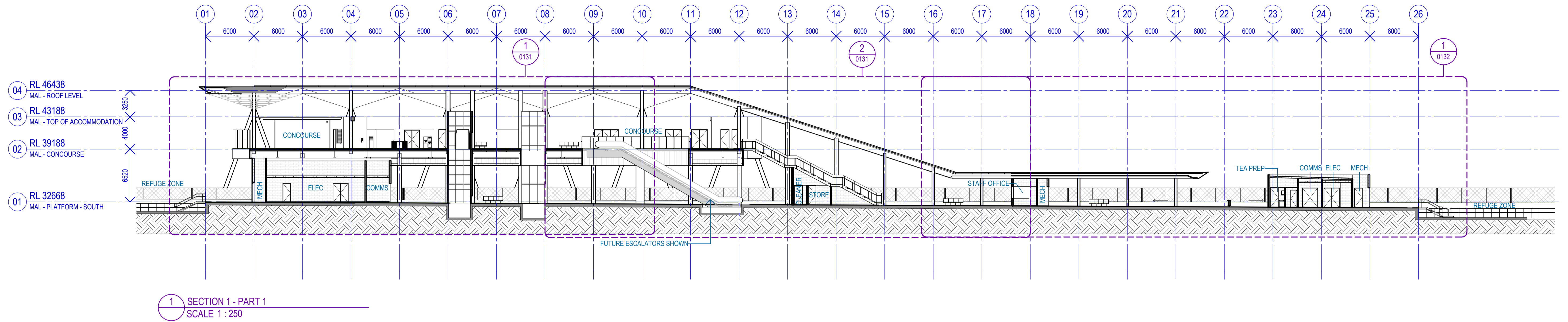
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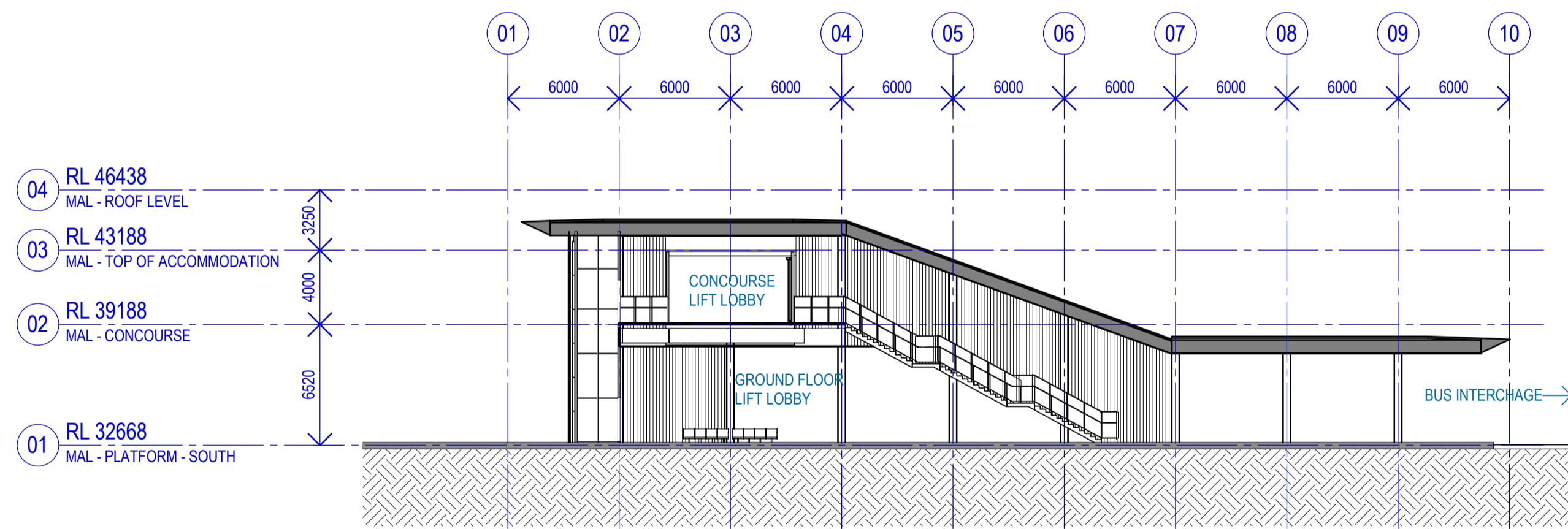


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		DRAWN E.SIMPSON
		CHECKED C.TESTA
	DATUM HORIZONTAL: PCG2020 VERTICAL: AHD71	APPROVED M.ARAVIND
		DATE 06/08/21

	MORLEY ELLENBROOK LINE
MALAGA STATION - ARCHITECTURE	
OVERALL ELEVATIONS	
STATION ELEVATION - SHEET 1	
PTA Drawing No: 25-A-287-AR0026	Rev: B02




1 SECTION 1 - PART 1  
SCALE 1 : 250



2 SECTION - VT ENTRY  
SCALE 1 : 250

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**REFERENCE DESIGN**


**MORLEY ELLENBROOK LINE**  
**MALAGA STATION - ARCHITECTURE**  
**OVERALL SECTIONS**  
**SECTIONS - SHEET 1**  
 PTA Drawing No: 25-A-287-AR0028 Rev: B02

REV	DATE	AMENDMENT	DSN	DRN	CHK	APP
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REFERENCES	SCALE	DESIGNED
	1 : 250 (@ A1)	T.PRIEST
		DRAWN E.SIMPSON
		CHECKED C.TESTA
		APPROVED M.MARAVIND
		DATE 06/08/21