METRONET THORNLIE - COCKBURN LINK

Ranford Road Station

Prepared for

PUBLIC TRANSPORT AUTHORITY AND NEWEST ALLIANCE

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URBIS

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INTRODUCTION

METRONET is a program of projects of the Western Australian State Government that represents an unprecedented investment and commitment to developing, improving and expanding Perth's public transport network. It is a city shaping initiative to facilitate sustainable growth of the Perth Metropolitan Area for current and future generations.

Urbis acts as the planning consultants on behalf of the *NEWest Alliance*, the appointed contractor to deliver the METRONET Thornlie - Cockburn link (**TCL**) on behalf of the Public Transport Authority (**PTA**). The TCL project comprises 14.5km of new passenger rail between Thornlie and Cockburn Stations within the existing rail freight corridor, with two new stations at Nicholson Road and Ranford Road.

This development application seeks approval for the new Ranford Road Station (**the station**), which is to be located in the suburb of Canning Vale, to the south of the Canning Vale Industrial area where Ranford Road crosses the existing ARC freight line and future TCL passenger rail. The site is located within the municipality of the City of Canning (**the City**). The station is proposed to be a multi-modal station, and will comprise the following:

- The main station building including the station entry building, pedestrian overpass and platform. The station is an 'up-and-over' station design, comprising an 'at grade' integrated station entry building elevating to the pedestrian overpass, and then descending to the island platform. The entry building is on the southern side of the rail line.
- A station entry forecourt immediately south of the station entry building. This forecourt functions as the centralised point of activity for the station precinct, with all supporting transportation infrastructure extending from this space in a radial pattern.
- Bus interchange immediately south east of the station forecourt area, which includes 11 bus stands and 6 layover bays. Access to the bus interchange is provided from Ranford Road and the new internal access road connecting to the future Jandakot Eastern Link road.
- Kiss-and-ride area immediately south of the station forecourt area containing 21 short term parking bays. A long term park-and-ride area is also located south west of the station forecourt area. Public vehicle access is provided from the internal road extending from the future Jandakot Eastern Link road.
- A new shared path connection, providing pedestrian and cycling connections to the station entrance from Ranford Road and the residential area to the east.
- Bicycle and pedestrian facilities including bicycle parking and shelters, passenger toilets, kiosk, station administration offices and ticketing areas, and universal access considerations.

The TCL project will see the connection of Thornlie and Cockburn Stations with passenger rail. The TCL project has been designed to bridge the gap in rail infrastructure in the south east corridor and provide a public transport service to the surrounding communities. A key objective in the station design is to encourage non-private vehicle use for connection trips and apply principles which support future opportunities in the long-term by other parties to implement transit-oriented development (**TOD**).

Given the local site context within a service commercial setting, fronting major road networks (Ranford Road and the future Jandakot Eastern Link road) and its previous use as a landfill site, it is recognised that the opportunities for landside density is at best a longer term prospect. In light of this, it is recognised that the 'bus-and-ride' patronage provides the greatest alternative transport opportunity for the Ranford Road Station, which is optimised by providing the bus interchange at a convenient location to the station forecourt and entrance.

In recognition of this opportunity, the following hierarchy has been applied to the station layout:

- The bus interchange fronts Ranford Road, which is recognised as being the area which benefits most from increased patron activity, as well as the point of greatest convenience for pedestrians.
- The pragmatic requirement for patron car parking is still acknowledged through the design. The park-and-ride area is located within the western portion of the site where general pedestrian activity is low, thereby delivering parking in a safe way and which contributes to the overall success of the station.

This report considers the planning context and merit of the proposed development, and provides an assessment of the application against the relevant planning frameworks, including the requirements of State

Planning Policy No. 7 – Design of the Built Environment (SPP7) 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 Ranford Road station design to produce a transformative asset for the Canning Vale area.

1. PROJECT BACKGROUND

1.1. THORNLIE COCKBURN LINK BACKGROUND

METRONET is a signature project of the WA State Government and the single largest investment in public transport that Perth has seen. METRONET will provide a series of job-creating projects during construction but most importantly will also positively change how people live and travel in Perth into the future and create a more liveable and sustainable city.

The TCL project is the delivery of 14.5km of new passenger rail between Thornlie and Cockburn Stations within the existing rail freight rail corridor with two new stations at Ranford road and at Nicholson road, refer to **Figure 1**.

Connecting the Mandurah and Armadale/Thornlie lines will open new opportunities for longer-term developments around the future Ranford Road station, make travelling via train more flexible in the locality, and provide a higher level of public transport service to Perth's southern suburbs. The TCL will become an important transport link, designed to bridge the gap in rail infrastructure within the south east corridor of the Perth metropolitan area, alleviate capacity constraints on the existing Mandurah and Armadale lines, and provide new direct links to key destinations like Stadium Station.

The TLC is included within the Stage 1 works of the METRONET program, with early works on the station currently underway with the main construction work expected to commence early-2021.

Further information on the TLC project is provided at **Appendix C**.

Figure 1 – Thornlie - Cockburn Link

Source: METRONET 2019

1.2. RANFORD ROAD STATION BACKGROUND

The proposed Ranford Road station is one of two new stations within the TCL and will be located on the existing freight line, southwest of Ranford Road. The new station will provide more convenient public transport services to the surrounding suburbs of Willetton, Canning Vale, Southern River and Jandakot. The new station will also assist in reducing pressure on the existing Murdoch and Cockburn Central stations.

Patronage estimates calculated by METRONET estimate that there will be between 2,500 and 3,200 daily boarding's at the Ranford Road Station by 2031. The station will also reduce the up to 1hr private vehicle peak hour journey to the Perth CBD to approximately 26 minutes, providing direct and tangible incentives for commuters to consider public transport over private vehicle use. journey. Refer to **Appendix C** of this submission for the METRONET project summary sheet for Ranford Road.

1.3. METRONET CONTRACT CONTEXT

The contractual arrangements under METRONET for the TCL project are structured as an Alliance contract. In December 2019, the *NEWest Alliance*, with CPB Contractors and Downer Group and the PTA, was formed and selected as the contractor to deliver the TCL.

Funding for the project has been allocated by the State and Federal Governments, with the guiding principles of the project being approved by Parliament of WA. The scope of the project is thereby set by the contractual arrangements, including the METRONET specified Scope of Work and Technical Criteria (**SWTC**). This SWTC sets the design criteria, standards and guidelines which the station design is required to comply with, and sets the building blocks for the delivery of a highly functional and contemporary multi-modal train station.

The role of the *NEWest Alliance* is to interpret these basic requirements and apply them to the detailed station design as proposed through this development application, including;

- The train station must include a platform set in the rail cut alongside the existing ARC freight rail. The platform is to be a minimum 150m island platform.
- Station parking requirements, including a mix of park-and-ride bays, kiss and ride bays, universally accessible bays, motorcycle bays and staff parking bays.
- Vehicle access to the station car park must be via the proposed station precinct entry roads to the south-east / the future reserve for the Jandakot Eastern Link road.
- Specification that the existing telecommunications site to the south of the Ranford Road bridge remains in place and is not impacted.
- A bus interchange that incorporates a minimum of 11 active bus bays and 6 layover bays, and continuous roof cover over bus stands.
- Provide new shared path along the southern edge of the rail reserve, and a new principle shared path on the either side of Ranford Road and the Ranford Road bridge.
- Designated bicycle parking areas, patron amenities and associated station infrastructure that meets current PTA standards.

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

In terms of the development approvals process, this 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.

2. SITE LOCATION & CONTEXT

2.1. SUBJECT SITE

This development application affects 8 lots, an open space reserve (reserve no. 48617) and a local road reserve. The legal details of the lots directly affected by the station works and requiring approval are detailed in **Table 1** and **Figure 2**. Aerial imagery of the site is provided at **Figure 3**, and copies of the Certificates of Title are provided at **Appendix A**.

All land is located within the City of Canning (**the City**).

Table 1 – Lot Details

Lot No.	Plan No.	Vol / Folio	Landowner	Zone / Reserve
56	P010039	2936 / 546	State of WA	Railways Reserve
58	P010039	2936 / 548	State of WA	Railways Reserve
59	P010039	2936 / 549	State of WA	Railways Reserve
60	D060697	1596 / 393	City of Canning	Railways Reserve
369	P059341	LR3151 / 581	State of WA	Railways Reserve (eastern portion) Urban Zone (western portion)
302	P030748	1521 / 518	City of Canning	Rural Zone
303	P030748	1704 / 235	City of Canning	Railways Reserve
500	P015262	1713 / 628	City of Canning	Railways Reserve (north-eastern portion) Rural Zone Other Regional Roads Reserve (portion) Bush Forever (site 388)
Reserve 48617			Responsible Agency: DPLH Management Order: City of Canning	Urban Zone
P Road			Responsible Agency: City of Canning	Railways Reserve (eastern portion) Local Road Reserve (western portion)

Figure 2 – Cadastral Plan

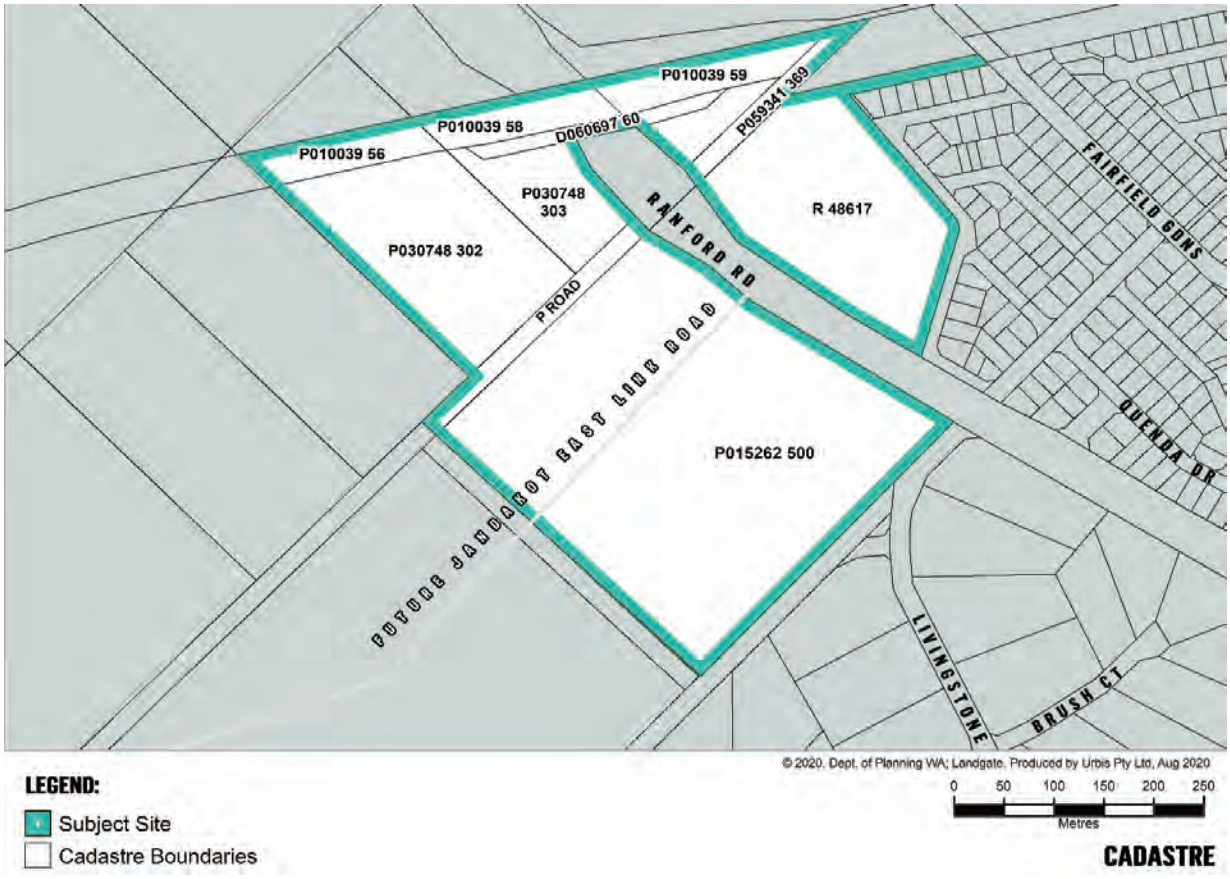


Figure 3 – Aerial Plan

2.2. CONTEXTUAL CONSIDERATIONS

The Ranford Road Station is located to the south of the Canning Vale Industrial Area, and immediately to the north of the existing Canning Land Fill and Recycling Facility. The site is located approximately 14km south-east of the Perth CBD. The proposed Ranford Road station will be located immediately to the west of Ranford Road within the railway reservation.

As shown in **Figure 3** the land surrounding the site consists of:

- Beyond the Canning Vale Land Fill and Recycling Facility, a large Bush Forever area (site no. 388) is located to the south, with rural residential development further south (within the suburb of Canning Vale).
- North of the existing freight rail line, industrial development being Market City in the southern end of the Canning Vale Industrial Area.
- Bushland to the east following Ranford Road, with low density residential development beyond (suburb of Canning Vale).
- To the west, the land is vacant and largely cleared of vegetation. This land was previously part of the Ranford Road Landfill Site and remains within a local reserve for public purposes.

The site is also undulating, with the land sloping down towards the existing freight rail alignment.

Table 2 and **Figure 4** provide insights to the immediate contextual considerations that are directly applicable to this application.

Figure 4 – Context Reference Plan

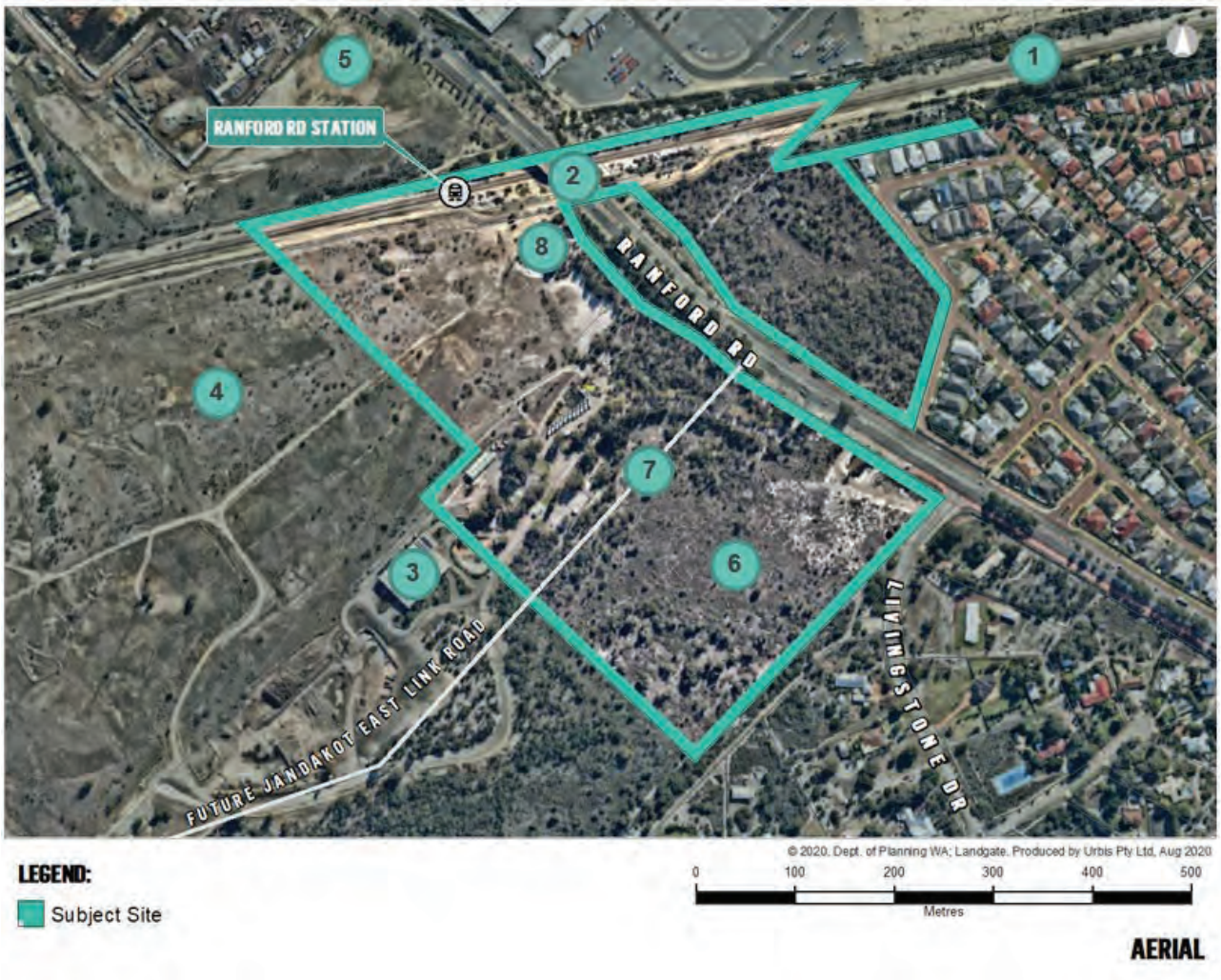


Table 2 – Contextual Considerations

Contextual Feature	Details
1. Existing ARC Infrastructure Freight Rail	The existing freight corridor will be utilised for the TCL trackwork alignment. Additional track will be installed in this freight corridor to service the passenger rail. Importantly, construction of the Ranford Road Station will be coordinated to ensure the freight corridor will remain in operation during construction. Refer to **Figure 5 and 6** for imagery of the existing freight line.
2. Ranford Road Bridge	Ranford Road is a major arterial road providing a direct connection between Roe Highway and Nicholson Road. Ranford Road is currently constructed as a four-lane carriageway (two lanes in each direction), with an incomplete bus lane and pedestrian network, and no dedicated cycling facilities. The existing Ranford Road bridge will need to be replaced to accommodate this rail duplication and widening to enable turning movements. This upgrade will also include an increase in the capacity of the bridge to cater for growing road traffic volumes into the future. These works were progressed as forward works and determined to be exempt from requiring planning approval. Further detail of these Ranford Road works is provided at section 3.2 of this report. Refer to **Figures 6 – 9** for imagery of the existing bridge and Ranford Road.
3. Canning Vale Land Fill and Recycling Facility	The Canning Vale Land Fill and Recycling Facility will not be directly impacted by the construction of the Ranford Road station. The only notable modification is to access, with the following being proposed: ▪ A temporary access road will be constructed to provide access from Ranford Road during construction of the METRONET component of the Jandakot Eastern Link road ▪ On completion, the Jandakot Eastern Link road will provide access to the facility. ▪ NEWest Alliance will be replacing like for like any elements of the facility that is impacted by the change to the access. This access and ongoing operation of the facility have been negotiated between the City and NEWest Alliance.
4. Former Landfill Site South of Freight Railway Corridor (Lots 302, 303 & 500)	The land immediately south of the existing freight rail corridor comprised part of the former Ranford Road Landfill Site (Lot 303 and 302). This land is identified as '*Possibly Contaminated – Investigation Required'* by the Department of Water and Environmental Regulation (DWER) and has been subject to multiple recent contamination investigations. Most recently, a Detailed Site Investigation (DSI) was prepared by GHD in 2019 to identify and classify this contamination risk. This DSI identified a number of potential contamination sources which will require management during construction.

Contextual Feature	Details
	Further information on the site contamination management measures relevant to the Ranford Road Station are detailed within **Appendix H** of this report.
5. Former Landfill Site North of Freight Railway Corridor (Lots 302, 303 & 500) and Future Connections to the North	The land immediately north of the freight railway was historically used for the Bannister Road Landfill Site operated by City of Canning. The site is classified as '*Possibly Contaminated – Investigation Required*' by DWER. Contamination studies completed by Talis in 2019 demonstrated that the land is suitable for commercial / industrial uses. Connection to the north over the freight railway and to the Canning Vale Industrial Area is provided for vehicles, pedestrians and cyclists by Ranford Road. There may be opportunities in the future to provide direct connections into the station if and when the land immediately adjacent is developed.
6. Bush Forever Site No. 388	The works required to deliver the Ranford Road Station will result in the limited clearing of vegetation within Bush Forever Site No. 388. This clearing of vegetation has been assessed through the separate process prescribed under the *Environmental Protection Act 1986.* The project development envelope as approved by the Environmental Protection Authority (EPA) sets strict limitations to clearing which may occur in this area. Further information on the environmental approvals received in support of the TCL is provided at section 5 and **Appendix L** of this report. Construction of the future Jandakot Eastern Link road will also require clearing of vegetation within Bush Forever Site No. 388. This clearing was assessed by the EPA through Metropolitan Region Scheme Amendment No. 1312/57, and is not directly related to this development application.
7. Future Jandakot Eastern Link Road and Connection to Jandakot Airport and South Metropolitan TAFE	The Jandakot Airport and South Metropolitan TAFE (Jandakot Campus) is located approximately 2km south west of the proposed Ranford Road Station. The future Jandakot Eastern Link road providing direct access to the Jandakot Airport will be located immediately south of the future Ranford Road Station, intersecting with Ranford Road. Metropolitan Regional Scheme Amendment No. 1312/57 pertaining to the Jandakot Eastern Link road was approved on 11 July 2017. This resulted in the rezoning of the Jandakot Eastern Link road alignment to an 'Other Regional Roads Reserve'. A portion of this future Jandakot Eastern Link road will be constructed as part of the METRONET Ranford Road station works, as this will provide the main point of vehicle access to the future Ranford Road Station. Development approval for this road connection is being sought as part of this application for development approval, given that the roads works provide access to the station and are situated in a Planning Control Area (PCA 134).
8. Existing Communications Compound	A third party communication compound and monopole exists within the Ranford Road station site. This is currently operated by Axicom. The SWTC specifies that this telecommunications site must remain in place.

Figure 5 – Existing Freight Rail (as viewed from the Ranford Road bridge)

Figure 6 – Existing Ranford Road Bridge

Figure 7 - Land north of the existing railway reservation

Figure 8 – Ranford Road (looking south)

Figure 9 - Existing waste transfer facility (south of Ranford Road station site)

2.3. AGENCY & STAKEHOLDER CONSULTATION

Since its formal announcement, the TCL project and associated stations have been the subject of significant public consultation and stakeholder reference group sessions. The Ranford Road Station is a project well-known to the local community with METRONET having undertaken ongoing consultation exercises over the last few years. A detailed summary of these consultations including key outcomes is provided at **Appendix K** of this report.

These consultations included a development application focussed pre-lodgement meeting conducted by Urbis on 20 July 2020, which included discussion around the planning process and relevant planning considerations. Key outcomes of these meetings were as follows:

- Agreement that the application would include details of the new basin and environmental assessment undertaken; how the station connects with the Canning Vale Land Fill and Recycling Facility; details about the new shared paths connectivity with the wider network; details of landscaping management; and details of how the design has considered soil contamination.
- The application would be the subject of a public consultation period conducted by the METRONET Office of the Department of Planning, Lands and Heritage (DPLH); and on this basis, no consultation period was required to be conducted by the local government directly.

NEWest Alliance will continue to conduct regular public and stakeholder consultation sessions throughout the TCL project, which will occur independent of this development application assessment process. A key example being Community Drop-In sessions conducted locally on 10 October 2020 (at Lakeside Recreation Centre Function Hall, Bibra Lake) and 17 October 2020 (at Mills Park Centre Function Hall, Beckenham), which were held prior to the formal public advertising procedure. The drop-in sessions gave the community an opportunity to find out more about the project's progress and plans, ask specific questions and raise concerns as well as understand how the project will help revitalise Perth's southern suburbs.

3. PROPOSED WORKS

The driving objective of the Ranford Road station and the TCL generally is to cater to a current public transportation gap within the south east corridor of the Perth metropolitan area, working towards the State Government's objectives to increase the reach and frequency of bus and rail services. The new stations proposed as part of TCL will also alleviate the capacity pressures at the existing Thornlie and Cockburn Stations.

The Ranford Road station is to be developed to the highest design and construction standards, as the station infrastructure and facilities are required to be built to a 120-year design life. Functionality and safety are also key drivers in the station's design, with the station precinct seeking to adopt natural wayfinding cues and apply passive surveillance opportunities through the station layout.

The following information demonstrates what is proposed as part of this development application for Ranford Road Station, as well as supporting works which are outside of scope, but still provide important context.

3.1. STATION WORKS SUBJECT TO THIS APPLICATION

The two new stations for TCL are designed as an at-grade station entrance with 'up-and-over' access to the station platform within the rail corridor. The specific works proposed by this development application include the following key elements:

- The station entry building, connected to a new platform via a pedestrian overpass located over the rail line and shared path. Within the entry building, patron services and amenities are provided, in addition to both long and short term bicycle parking.
- 10 'u-rail' bicycle parking spaces are provided external to the building, and 96 long-term bicycle parking bays are provided in an internal bike shelter within the station entry building equipped with a two-tier bicycling parking system.
- A station platform of 200m in length with a width ranging from 5m to 10m along its total length. Seating, bins, toilets, staff offices and amenities, and associated equipment rooms are provided, along with universal access considerations from the pedestrian overpass (via lifts and stairs).
- A bus interchange adjacent to the station forecourt, which includes the eastern interchange and central interchange. The eastern interchange includes 5 bus bays and is accessed directly from Ranford Road. The central interchange includes 6 bus bays and 6 layover bays which allow buses to park between services and quickly recirculate as required. Bus access to the central interchange is provided from Ranford Road and via a new internal access road connecting with the future Jandakot Eastern Link road.
- A 'kiss and ride' area adjacent the bus interchange which includes a total of 12 bays (8 drop off bays, 3 accessible drop-off bays and a taxi bay). Opposite the drop off area provision has been made for 2 emergency bays, 2 service bays and 5 PTA staff bays.
- A long-term car parking area to the west of the new station and bus interchange. This parking area includes 400 long-term bays (including 6 accessible bays and provision for 2 electric car charging bays) and is accessed from the same internal access road used by some buses and vehicles using the kiss and ride.
- 5 motorcycle/scooter bays in an enclosed shelter nearby the long-term parking area. The bays will include 300mm high 'u-rail' hitching rails at the front of each motorcycle bay to securely chain the motorcycles to.
- A new shared path located to the south of the railway corridor being 2.5m in width. The new shared path extends from the existing network east Ranford road and of the site, travelling underneath the Ranford Road bridge and the new pedestrian overpass, to connect to the station entry building. In addition, a new portion of shared path is to be constructed along an existing walking track through the wetland to the east of Ranford Road and connects with the new shared path to be constructed on the north-eastern side of Ranford Road.
- Associated landscaping and drainage areas.

Development plans for the station works are provided at **Appendix B** of this report. Artist imagery of the future station is shown in **Figure 10** – **12**. The above key works are further detailed in the following sections.

Figure 10 – Artist Impression of Ranford Road Station

Images are included for illustrative purposes only

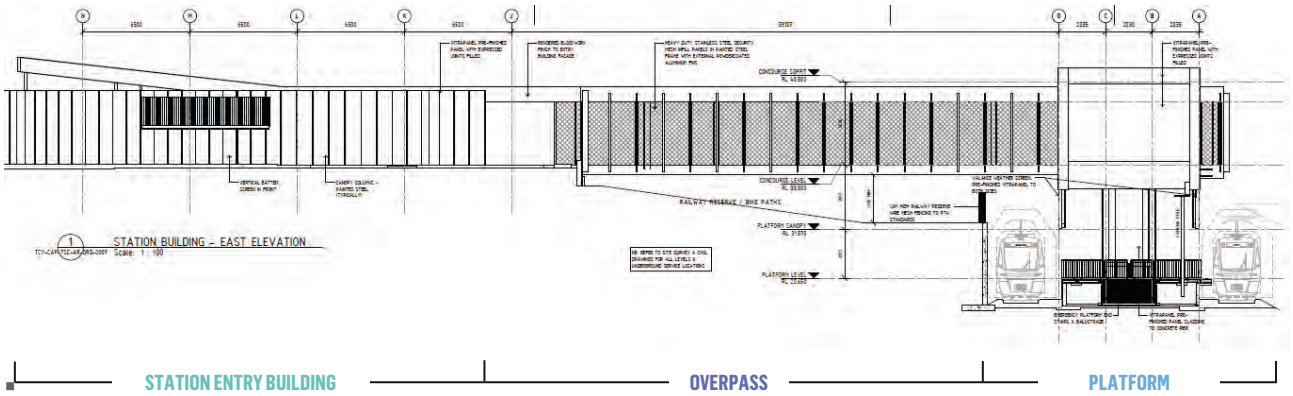
Figure 11 – Artist Impression of Ranford Road Station (looking to the north)

Images are included for illustrative purposes only

Figure 12 – Artist Impression of Ranford Road Station (inside the station / on the platform)

Images are included for illustrative purposes only

Figure 13 – Eastern Elevation



3.2. RANFORD ROAD SUPPORTING WORKS (NOT SUBJECT TO DA)

The TCL project will deliver the supporting works required to facilitate the station. These works are out of the scope of this development application and exempt from planning approval (refer to section 6.3 of this report for further commentary on the applicable exemptions), however are noted below for context:

- Realignment of the freight line and construction of the new TCL rail lines.
- Ranford Road upgrades between Bannister Road and Livingston Drive which will see the road upgraded to as follows:
  - Northbound upgrades: 3 traffic lanes and a bus lane with left-in/left out movement to/from Ranford Road. The bus lane merges with the adjoining land at the Bannister Road intersection further to the north.
  - Southbound upgrades: 3 traffic lanes with a dedicated right turn lanes at the bus interchange entrance and the Jandakot Eastern Link road. The lanes merge into 2 lanes after the Jandakot Eastern Link road.
  - Dedicated slip lane turn pocket access at Market City, Bannister Road and the future Jandakot Eastern Link road.
- Construction of a new Ranford Road bridge over the realigned freight line and new TCL rail lines. This bridge will be a single span bridge with a clearance of 6.3m.
- Construction of a portion of the Jandakot Eastern Link road intersection, which will ultimately provide access to the Ranford Road station.
- Acoustic wall installation along the railway corridor adjacent existing residential development.

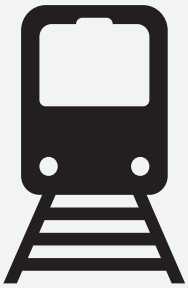
Consultation with the METRONET office was undertaken in the early stages of this development application process, where it was determined that these works would not require development approval.

Regardless of this exemption, it was agreed that a basic level of information for these structures should be provided within the development application report, for context only and not part of the formal approval documentation. This package is provided at **Appendix M** of this report.

3.3. STATION DESIGN PRINCIPLES & INTENT

As noted above, the scope of works set by METRONET includes a number of qualitative design measures which must be met in the station design. **Table 3** below provides detailed information on how these qualitative design measures have been interpreted and applied to the station design.

Table 3 – Proposed Works for Ranford Road Station

Proposed	Details
Station Design & Functionality 	The station will be designed with an 'at grade' integrated station entry building on the southern side of the rail line, and an island platform connected by an elevated pedestrian overpass. This station building is supported by the station forecourt area, which is the centralised point of activity for the station precinct. All supporting transport infrastructure radiates from this central forecourt area, meaning that patrons are directed towards this location regardless of their mode of transportation (car, bus, train, walking or cycling) via internal pathways. The benefit of this design is that it provides a distinct and clear identifiable entry points to the station, and supports intuitive wayfinding from nearby areas and facilities within the station. The area has been designed as an open area so that visibility and sightlines are maintained. The pedestrian overpass is connected to the entry building via a covered walkway approximately 6.5m wide. The pedestrian overpass and station entry building share the same design theme and provide a contiguous roof and façade arrangement that provide weather protection to patrons and also reinforces wayfinding to/from the station platform. The pedestrian overpass connects to a platform concourse. The pedestrian overpass is fully enclosed to provide for full weather protection and has been designed to maximise passive surveillance opportunities and facilitate simple and direct access for passengers overall. A variety of robust and visually appealing materials and textures have been included in the architectural design of the station, with a focus on providing distinct buildings that meet the maintenance needs in accordance with the SWTC and PTA standards, and which provides for a long-life development. The Station Design Principles Plan provided at Figure 14 below visually displays the key items of the station precinct layout.

Bus Interchange Design & Functionality

Ranford Road Station is proposed to be a multi-modal station, and hence includes a dedicated bus interchange facility located to the south-east of station entry building. Two connected interchange areas are provided (the central bus interchange and eastern bus interchange) with a total of 17 bus bays provided, including 11 active bus stands and 6 layover bays.

As 'bus-and-ride' transportation is viewed as the greatest opportunity for alternative transport patronage for the Ranford Road Station, the bus interchange facilities have been located at the point with greatest exposure and accessibility to Ranford Road, as well as with convenience to the station building entrance. The following provides a detail summary of the bus interchange areas.

Central Bus Interchange

The central bus interchange is the main interchange and provides 6 active bus bays and 6 layover bays.

Bus access to this interchange is provided directly from Ranford Road (southbound) via a dedicated right-turning pocket, and from the Jandakot Eastern Link road via the new station access road.

The configuration of the bus interchange has been based on providing internal roundabouts at either end of the interchange to enable buses to circulate between active stands and layover bays within the station site rather than relying on utilising the surrounding road network. The arrangement that has been adopted involves a one-way clockwise bus movement within the bus interchange.

Eastern Bus Interchange

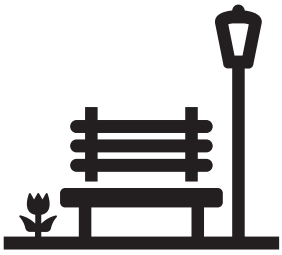
This bus interchange fronts Ranford Road and has been designed to accommodate 6 active bus stands.

Buses will access these stands directly from Ranford Road (northbound) via a new dedicated bus lane.

The arrangement at each bus stand incorporates stainless steel seats, bins, lighting, CCTV coverage and information displays under continuous canopy.

Supporting Bus Service 	To deliver an integrated transport solution, a comprehensive feeder bus network is planned to service the new station as a multi modal station. A number of future bus routes have been identified for the Ranford Station, however these routes and services are yet to be finalised. Final service details will be determined closer to when rail operations begin, following detailed network planning and community consultation.
Pedestrian / Cyclists Infrastructure 	The location of the new shared path avoids conflict between pedestrians passing through the station and vehicles travelling along Ranford Road, by travelling underneath the new pedestrian overpass and Ranford Road bridge. The new shared path has been designed to connect with the existing network within the residential area of Canning Vale to the east of Ranford Road, and connect with the new shared paths (to PSP standard) provided along an upgraded Ranford Road. Inside and outside of the station entry building, cyclists are provided options for both short-term and long-term parking, as well as end of trip facilities. A total of 106 bikes can be accommodated (96 bays within an internal bike store and 10 via u-rails externally located). Space has also been provided adjacent the internal bike store for future expansion if and when required.
Station Parking and Drop Off Areas 	Given the context of the Ranford Road station, providing both short-term 'kiss-and-ride' and long-term park-and-ride infrastructure is necessary to encourage patronage. The focus of designing these parking facilities is to utilise low activity sections of the site for the park-and-ride, whilst also separating vehicle movement pathways from key pedestrian and bus circulation areas. With this in mind, the long-term parking area is located within the south-west portion of the site. A total of 400 bays is proposed and includes provision for 2 bays for electric car charging and 6 accessibility bays. In the north-east corner of the car parking area, an enclosed area for motorcycle/scooter parking is provided and can accommodate a total of 5 vehicles. The 'kiss-and-ride' area is located south of the station building, which accommodates a total of 12 bays, including 8 drop off bays, 3 accessible drop-off bays and a taxi bay. The 'kiss-and-ride' is closer and more convenient to the station building than the 'park-and-ride', which is to ensure that the park-and-ride area is not inadvertently used for kiss and ride purposes, which can block the flow of traffic. In accordance with the Transperth operational requirements, the car parking will only be made available to the Transperth patrons (similar to the management of all Transperth dedicated parking facilities across Perth). Vehicle access to the car park and drop off area is proposed from an internal access road off the future Jandakot Eastern Link road, to minimise traffic impact on Ranford Road and to avoid vehicle and bus conflict.

Other Station Amenities and Infrastructure



Other station amenities that are noted within the entry building and/or on the platform include ticketing and information areas, passenger and staff toilets and amenities, internal signage, seating, bins, staff offices, associated equipment rooms and other amenities/services such as vending machines and information displays.

The existing communications compound adjacent to the station has been identified as an item which must remain through this project and will be fenced-off from public access. This area is tucked-away behind the station building to minimise obstruction to the main station entry and forecourt area.

Landscaping

The landscape design for Ranford Road Station seeks to create a high level of landscape amenity and a variety of both hard and soft features within the following key areas:

- station entry forecourt and public domain areas;
- throughout and surrounding the car parking area;
- areas in between the various components of the station;
- a new drainage basin to the south-east of the bus interchange; and
- rail reserve within the site and streetscapes adjoining the station precinct.

Noting that landscaped areas will need to be designed and managed as an Asset Protection Zone (APZ) across the station precinct, in accordance with the findings of the Bushfire Management Plan (BMP).

The station forecourt located immediately adjacent the station entry building will include a hard-urban landscape with; raised planter boxes, an attractive paving design, seating, shade and public activation (including potential public art installation). Connecting to this forecourt is a variety of pathways and the new shared path which will be flanked by landscaping to provide clear connection and wayfinding.

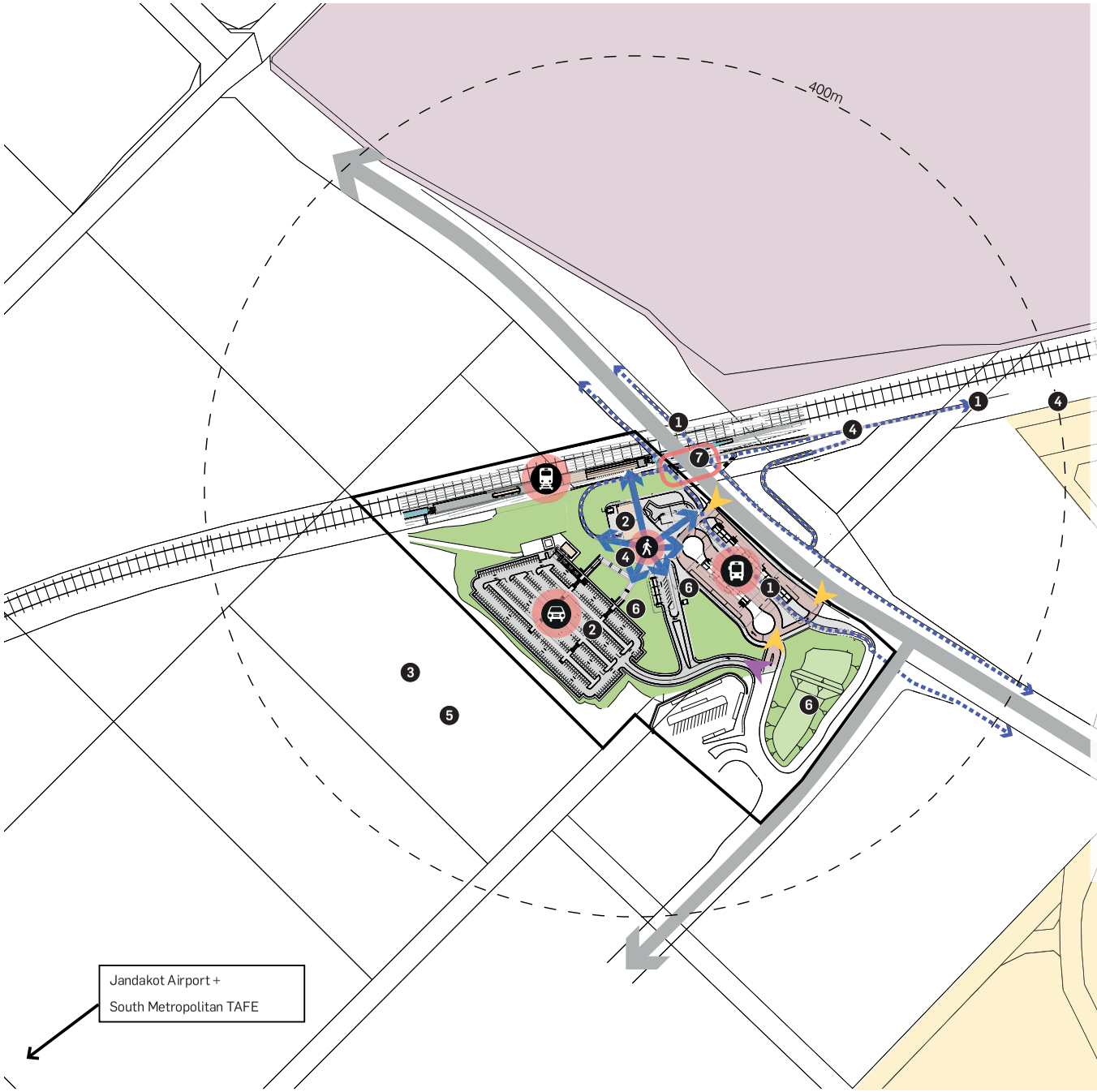
A variety of shade tree planting is proposed throughout the car park to provide for shade, amenity and environmental benefits. A variety of water-wise, endemic and low-maintenance species have been selected which complement the design of the station and will be arranged within garden beds and directly planted into the ground in some circumstances.

Low lying landscaping and groundcover will be provided in areas between the car parking area, drop off/pick up area and new bus interchange which is important from a sight line, lighting and security perspectives, and contributes to the station designs wider considerations for CPTED requirements. Larger plants will only be used for screening purposes where this is required.

Vegetation used within the former landfill area will require further detailed consideration with geotechnical engineering input during the 85% design stage, in order to ensure that no invasive root systems compromise the existing or proposed landfill capping systems.

	A large area to the south-east of the bus interchange has been identified for drainage purposes and will be landscaped with a swale plant mix. This area will have a revegetation style finish but remain low-maintenance and accessible for periodic drainage system maintenance. The planting in these areas will be non-irrigated and comprise species suited to summer drought and winder inundation. Refer to the Landscaping Plans provided at **Appendix D** for more details including the intent for ongoing maintenance for the landscape on site.
Crime Prevention Through Environmental Design (CPTED) 	Designing out crime and the creation of a perception of safety is recognised as an important consideration in the delivery of a contemporary public transport node. Whilst a thorough surveillance system and security presence is an important part of this, the design of the physical environment to incorporate CPTED principles plays an important role in providing basic foundations to discourage crime and to promote safe places. The radial design of the station precinct and connections to the central forecourt is an important component of the CPTED design as it encourages activity to channel into a central space. In addition to this, the following measures are adopted within the design: ▪ the bus interchange is located immediately adjacent to Ranford Road, to encourage mutual surveillance between the spaces; ▪ landscaping, vegetation and external structures do not limit natural surveillance from within or at close proximity to the station precinct; ▪ lighting ensures that pedestrians can effectively see along pathways before they move into that area and it spills out such that areas alongside pathways are illuminated, and complements the effective use of CCTV surveillance implemented; ▪ designs assist with safety and security around the site and include mitigations to prevent excess speed on push bikes, unregulated skateboarding and items that may encourage loitering in undesired places around the precinct; ▪ open, clear-stemmed trees and the avoidance of bushy vegetation next to places of congregation, access ways, paths and building entrances - allowing visibility from and into these zones; ▪ the design has physical features (fencing, noise walls etc.) to delineate private and semi-private spaces – promoting territorial reinforcement and reducing the ambiguity of space ownership; and ▪ groundcover landscaping between shared pathways and surrounding areas will be low growing - maximising the opportunities for passive surveillance to monitor cyclists and pedestrians.

Streetscape and Road Works 	Public vehicle access to and from the Ranford Road station will be via the Jandakot Eastern Link road; however, the construction of the full extent of this road is beyond the scope of this development application. These works have been the subject of numerous discussions with relevant agencies including the DPLH, Main Roads WA **(MRWA**) and the City, through the sharing of available preliminary design information.
Public Art 	Public art in the station precinct will be delivered in accordance with the requirements of the WA State Government Percent for Art Scheme, which requires 1% of the construction budget for new works over $2 million to be spent on artwork (i.e. the TCL line as a project). This artwork to be delivered will be consistent with the themes of the wider 'METRONET Public Art Strategy' and associated 'Yanchep Rail Extension & Thornlie-Cockburn Link Projects Public Art Strategy', with the thematic framework strongly built around the Gnarla Biddi story of 'Our Pathways'. A summary of the scope of works for public art is provided at **Appendix J** of this report. 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 requiring further development and approval of a public art strategy/concept.



LEGEND:

- DA Boundary
- Destination: Train Station
- Destination: Bus Station
- Destination: Park & Ride / Kiss & Ride
- Pedestrian Hub
- Residential
- Employment Centre
- Pedestrian Link
- Pedestrian and Cyclist Connection
- Potential Re-vegetation
- Gateway
- Bus Access
- Vehicle Access

DESIGN PRINCIPLES:

1 INTEGRATED TRANSIT NODE

- Provide an integrated community experience enabling easy transition between Bus, Rail and Cycle with a high capacity parking and kiss and ride facility
- Locate bus station adjacent to the major distribution route of Ranford Road to ensure efficient access
- Provide a clear and legible cycle and pedestrian connection to adjacent residences and employment nodes

2 CONNECTED AND LEGIBLE

- Establish a clear visual landmark and connection point to all major movement networks through the station entry.
- Ensure long vistas to and from the park and ride and the station
- Provide an integrated shared path with clear way finding points to ensure access to the station and transit services

3 ACTIVATION AND SAFETY

- Promote the reuse of a former contaminated site adding activation to the adjacent neighbourhood.
- Provide sufficient lighting across the site to optimise safety for transit users
- Provide low level landscaping to ensure clear vistas between transit nodes

4 AMENITY

- Provide a station forecourt as a central distribution point to the various transport nodes
- Upgrade and improve cycle connections to Ranford Road and north of the rail
- Improve acoustic impact on adjacent residences through sound mitigation measures

5 SUSTAINABILITY AND COMMUNITY

- Provide functional land use to a former contaminated site, offering a visual and functional improvement to for the surrounding community

6 AESTHETIC AND LANDSCAPE

- Opportunity for major artwork and connection to indigenous community
- Opportunity for re-vegetation of the site and an integrated approach to drainage

7 CONTEXT AND SCALE

- Provide a functional buffer between residential land uses and the capped site while doubling as a gateway between the light industrial and the residential neighbourhood
- Provide opportunity for future bus connections between the Station, Market City, Jandakot Airport and South Metropolitan TAFE

URBIS

RANFORD ROAD STATION
DESIGN PRINCIPLES PLAN

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0 50 100 150 200

DATE: 30.07.2020
JOB NO: P0022083
DWG NO: 04
REV:

4. TECHNICAL REPORTS

Considering the sites context and limited environmental impacts, the proposal has been considered from a landscape management, traffic, contamination, noise and vibrations and a bushfire risk perspective. The sections below detail the findings of these assessments and management plans.

4.1. TRANSPORT IMPACT ASSESSMENT

The Transport Impact Assessment (**TIA**) has been prepared to support the development application for the proposed Ranford Road Station. A copy of the TIA is provided at **Appendix E** as a multi-modal station, this assessment has considered the following:

- the suitability and capacity of the road network to accommodate passenger vehicle movements; and
- bus interchange capacity, servicing and design.

The following sections provide a summary of the relevant information and key findings for each transportation component of the proposal.

4.1.1. Passenger Vehicles

As a railway station is a high traffic generating land use, the TIA has assessed the capacity of the station's supporting road network, temporally from both:

- day 1 operating scenario, modelled at 2021 and assuming that all station traffic originates from Ranford Road; and
- medium-term operation scenario, modelled at 2031 and assuming the Jandakot Eastern Link road is fully constructed.

The AM/PM peak period for the station has been identified as 7:15 to 08:15 and 16:15 to 17:15 respectively. The TIA provides the following key conclusions with regard to the road capacity for passenger vehicles:

- Ranford Road is currently operating at capacity with long queuing observed in the peak direction (northbound in the AM peak and southbound in the PM peak) on a daily basis, largely due to the northbound congestion at the Bannister Road intersection and South Street / Roe Highway interchange, and inadequate southbound capacity at Waratah Boulevard intersection.
- The traffic analysis indicates that the designed intersection of Ranford Road / Jandakot Eastern Link road would operate acceptably in 2021, although the right turn movements will experience long delays. This delay is largely attributed to the signal cycle times adopted in the analysis, and upstream capacity constraints on Ranford Road.
- The TIA concludes that the surrounding road network is able to accommodate the majority of traffic movements under both the 2021 and 2031 scenarios, with delays only experienced at right turn points. This is considered an acceptable outcome, as the right turn movements comprise only a small portion of the total traffic travelling along Ranford Road, and are therefore only 'minor' movements compared to the regional through movement.

The assessment is considered to be a conservative assessment, as it does not account for mode-shift from private car to train commuting, which would likely reduce the background levels of traffic.

4.1.2. Bus Interchange

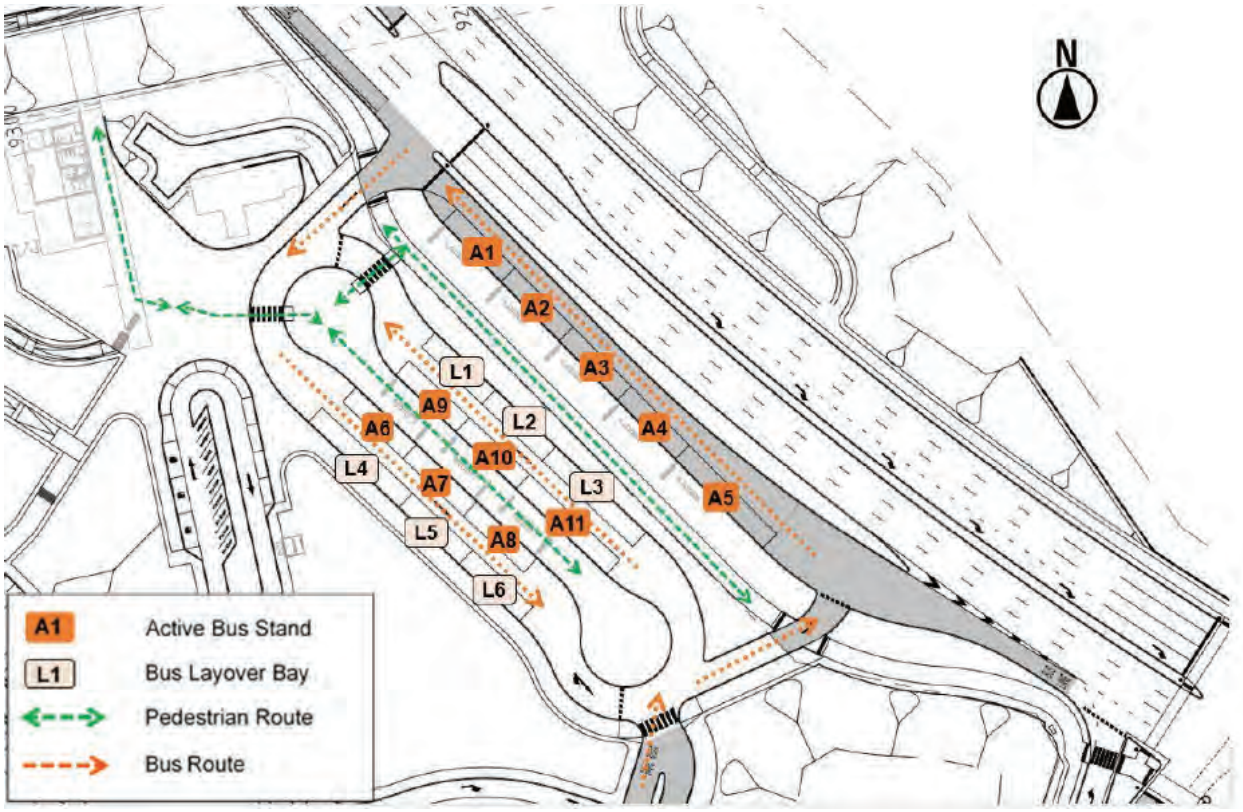
The Ranford Road Station bus interchange contains a total of 11 active bus bays, with bus access available from either Ranford Road directly, or via the Jandakot Eastern Link road and internal access road. The operational layout of the bus interchange is displayed at Figure 15 below.

The following conclusions are drawn regarding the bus interchange operation:

- The bus right turn intersection would perform satisfactorily in both AM and PM peak periods in 2021. In the 2031 scenario, long queuing and high degree of saturation were projected to occur on Ranford Road, largely due to the high background traffic demand in the peak direction.

- The bus right turn intersection and the station access intersection at the Jandakot Eastern Link road were modelled to perform satisfactorily in both AM and PM peak periods in 2031.

Figure 15 - Bus Interchange Design



4.2. STATION CATCHMENT AND MODE SHARE REVIEW

The Ranford Road station has been the subject of a number of access planning and mode share studies and regional transport modelling, which has assisted in formulating the SWTC. The key findings of these previous studies were consolidated and further tested within the memo provided at **Appendix F**.

The future catchment, including its likely mode share of transportation, forms an important component of this catchment analysis and associated station design. The methodology applied to the various transport modes as part of this catchment analysis is as follows:

- A catchment distance of up to 1,600m is applied to the future walkable catchment, which translates to a 10 to 20 minute walk.
- A 3km catchment distance is applied to the cyclable catchment, which is equivalent to a 10 minute cycle.
- A catchment distance of 400m is applied to bus stops along indicative future bus routes.

Table 4 below provides the resulting estimated patronage volumes for each mode share for the years 2021 and 2031.

Table 4 – Mode Share Review

Patronage by Mode	2021	2031
Walking	85	125
Cycling	85	125
Bus	848	1,248
Drop Off (Kiss-and-Ride)	424	624
Parking (Park-and-Ride)	678	998
Total	2,120	3,120

In determining whether the Ranford Road Station provides enough parking bays to cater to the park-and-ride patronage, an assumed 1.1 parking space turnover rate and an average vehicle occupancy of 1 – 2 passengers per vehicle was applied. This results in a predicted requirement for 514 bays at Day 1 Operation, which is then predicted to increase to 756 bays by 2031.

This analysis suggests that the approximate four hundred park-and-ride bays provided for Ranford Road Station is less than what is required to meet unconstrained demand for the station. However, the assessment is considered to be a conservative projection, with relatively low mode share figures adopted for non-car modes. This modelled shortfall is considered to remain an acceptable outcome for the station, as it will actively promote mode share shift from park-and-ride to alternative modes such as bus-and-ride, or use of alternative stations.

4.3. BUSHFIRE RISK

The site is partially identified as having an exposure to bushfire risk in accordance with the Department of Fire and Emergency Services (DFES) Map of Bushfire Prone Areas. The proposed development includes habitable buildings within this area triggering the requirement for a Bushfire Attack Level (BAL) assessment as well as a Bushfire Management Plan (BMP). This BMP is provided at **Appendix G**, with the following key conclusions:

- A bushfire rating of up to BAL-FZ (i.e. flame zone) is experienced along portions of the station precinct's boundary interface where adjoining Bush Forever areas.
- The habitable building (being the station building) will achieve a maximum BAL rating of BAL-Low, following the implementation of Asset Protection Zone (APZ) standards to maintain the site as a low threat state.
- Overall, the bushfire risk is considered to be entirely manageable through standard application of fuel load management measures, primarily through the application of normal APZ standards.

4.4. ACOUSTIC IMPACTS

The PTA are committed to the management of airborne noise, ground-borne vibration and ground-borne noise arising from the operation of the new railway infrastructure. It is also a requirement of the SWTC for the NEWest Alliance to design and build new stations to comply with the *Environmental Protection (Noise) Regulations 1997*, as guided by State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP5.4).

The following provides a summary of the noise modelling outcomes applicable to the station itself, as well as the ongoing assessment which is being conducted by the PTA for the rail operation (which is not subject of this development application).

4.4.1. Station Operating Noise Modelling

The key acoustic issues associated with the station are predominantly environmental noise emission from station platform and entry buildings (including public address announcements and passenger movements), noise emission from car parking areas and bus movements. The report provided at **Appendix I** outlines the outcomes of this assessment.

Noise emission – mechanical plant

Environmental noise levels from the proposed Ranford Road Station due to building services noise emissions have not been assessed, as the mechanical design has not sufficiently progressed to establish equipment selections. However, it is expected that standard noise control measures will be sufficient to control mechanical services plant noise in order to meet the required environmental noise criteria at adjacent noise-sensitive receivers.

Noise emission – car parking areas

The noise from the use of the proposed car parks south of the station has been assessed, based on the car park layout and pavement design undertaken by the civil consultant. The predicted noise levels at the noise-sensitive receivers nearest the car park were found to be below both the daytime and night-time environmental noise criteria.

Noise emission – public address system

Noise levels at nearby noise-sensitive receivers from the station's PA system have not been assessed, as the PA design has not sufficiently progressed to establish equipment selections. However, a limiting sound power level for the equipment has been established which would enable the environmental noise criteria to be achieved.

Noise emission – new station entry road and bus movements

The new Ranford Road Station is to be accessed via the existing Ranford Road and the proposed future Jandakot Eastern Link road. Ranford Road will serve as the major distributor road that services the site. The connection road between the proposed new car park and these roads, the associated car park vehicles and buses using these roads, as well as the bus movements along the internal station area, are required to be assessed against the road traffic requirements of the SPP5.4.

The noise from the proposed new car park connection roads, associated vehicles on the future road network and bus routes accessing the new bus interchange have been assessed. The predicted noise levels are modelled to achieve the SPP5.4 traffic noise targets at the nearest potentially-affected receivers. Therefore, no further consideration of noise control measures is required.

4.4.2. Rail Operation Noise Modelling

Noise modelling for the rail operation will be completed independent of this development application process, given the rail and associated train operation is exempt from the requirement of planning approval. Preliminary noise modelling completed on the rail operation indicates that noise targets may be exceeded at a number of sensitive receiver locations. As a result, some degree of noise and vibration mitigation is intended to be incorporated into the rail corridor, likely in the form of acoustic walls and potentially ballast matting.

The PTA have also committed to a further operational noise monitoring program, which is to be implemented within three months of the opening of the proposal, and again at 18 months. Further detail on these ongoing management measures is provided in section 5 of this report.

4.5. DRAINAGE DESIGN

The drainage strategy for the Ranford Road Station is for stormwater to be captured within a combination of attenuation and treatment structures as part of a pit and pipe network, with a primary outlet into a proposed infiltration basin located in the station precinct. The greater drainage network as proposed is situated in part above existing landfill, and therefore as infiltration above landfill is not permitted, it incorporates a sealed pit and pipe system.

The primary infiltration basin is proposed to be a shared basin, in accordance with the WAPC's direction, with the land for the basin being under the City of Canning's ownership and management, but with an

easement placed over the land in support of a legally binding management agreement between the PTA and the City of Canning for the funding of the drainage infrastructure's ongoing maintenance.

The preliminary drainage plan (refer to **Appendix N**) shows the proposed bunded basin being located on the northwest corner of the future Ranford Road / Jandakot Eastern Link road intersection (presently under construction), as this location provides for the retention of stormwater runoff required for both the station precinct and roads external to the station. This basin is in an area that has not been identified as existing landfill, and hence, infiltration is therefore deemed to be appropriate in this location. The basin has been designed to have the capacity to store up to the 10% AEP storm event. In events greater than the 10% AEP storm, the basin will overflow via drainage infrastructure towards the bush forever land.

Stormwater treatments upstream and prior to discharge into the basin include a gross pollutant trap, to remove coarse sediments, and a humeceptor system (or similar equivalent), required to remove suspended solids and hydrocarbons. The basin incorporates batters and base area which are to be vegetated and landscaped with low height plants for purposes of additional stormwater treatment.

It should be noted that discussions with the City of Canning have identified opportunities to further develop an integrated drainage design, subject to agreements on management and maintenance. This is the subject of ongoing investigations and agency approvals (e.g. including both DWER and DBCA in accordance with defined ecological and hydrological objectives); however, the amendments will not substantially change the broad layout and configuration of the station precinct, or the drainage strategy, and can be dealt with during the construction stage.

As such, storms greater than the 10% AEP event are proposed to outlet via an overflow grated pit to a pipe crossing southeast below the future Jandakot Eastern Link road and discharge via a bubble up drainage system and level spreader into the Bush Forever Site 388, which is a conservation category wetland (CCW) located to the southeast of the station precinct.

5. OTHER APPROVALS & MANAGEMENT PLANS

A number of environmental approval processes and associated management measures required to deliver the station have been progressed, which has occurred independent of this development application approval process. The following table provides a summary of those approvals.

Table 5 – Other Approvals and Management Plans

Consideration	Details
Environmental Approvals	State Environmental Approval (under the *Environmental Protection Act 1986*) was granted via Ministerial Statement No. 1114 issued on 23 September 2019. This Ministerial Statement has granted approval for the clearing and disturbance of vegetation associated with the entire TCL line, including the Ranford Road Station precinct area. Commonwealth approval under the *Environment Protection and Biodiversity Conservation Act 1999* was granted on 20 Jan 2020. A summary of the TCL Environmental Management Strategy is provided at **Appendix L** of this report.
Noise Monitoring Program	A noise monitoring program will be implemented within three months of the opening of the TCL line, and again at 18 months, to assess the effectiveness of noise mitigation measures. Specifically the program will: ▪ Confirm the as-built and operating railway achieves the SPP5.4 noise targets of LAeq (Day) 55 dB and LAeq (Night) 50 dB, unless higher levels are permitted due to the incorporation of specified quiet house requirements (e.g. house facade protection). ▪ Assess the accuracy of the pre-construction noise modelling predictions that were used to determine noise reduction treatments. The PTA also has existing procedures for receiving noise complaints, which will be extended to the TCL operations.
Out of Hours Work	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. An Out of Hours Construction Noise and Vibration Management Plan will be provided to the City 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 Nosie Regulations. 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).

Site Contamination	Portions of the Ranford Road station site are identified as 'potentially contaminated – investigation required' as a result of historical use as a landfill site. As a result, a Site Management Plan has been prepared in support of the entirety of the proposed Ranford Road works, which includes management and remediation measures to be adopted prior to and through the construction phase (refer **Appendix H**). A condition requiring compliance with this Site Management Plan is anticipated for this development application.
Construction Management Plan	A construction management plan will be delivered by the NEWest Alliance prior to station development works commencing on site, which is expected to be reflected through a condition of development approval. A summary of the TCL Construction Program is provided at **Appendix O** of this submission.

6. DESIGN REVIEW

Prior to the lodgement of this development application, the applicant has been working with the Office of the Government Architect (**OGA**) and has been subject to design review in July 2020. **Table 6** below provides a summary of the OGA's comments and the project architect's (**CAAMPS**) response to each of the identified issues.

Table 6 – Applicant Response to OGA Comments

	OGA Comment	Applicant Response
Station Precinct		
1.	The site clearly has a number of significant constraints impacting the planning and design of the Train Station facility. The Reference Design package however, lacks information detailing how key decisions have been made in responding to constraints. Additionally, there are aspects of the proposal that appear to compromise high level objectives outlined in the PDP 'conceptual planning', including: ▪ lack of legibility of the proposed Jandakot Eastern Link road; ▪ lack of integration, accessibility, and legibility of public spaces in and around the precinct; and ▪ unclear status of the adjacent Bush Forever site.	The design of the Jandakot Eastern Link road is being developed in consultation with the City, who will own and maintain the road. The current design looks to provide access to Ranford Road Station, whilst maintaining access to the Canning Vale Land Fill and Recycling Facility and accommodating the future extension of Jandakot Eastern Link road by the City toward Canning Vale. The Station design is cognisant and takes into consideration existing and proposed public spaces in the vicinity of Ranford Road Station. A station access strategy study has been undertaken to inform the design. Public spaces in the vicinity of works are limited to Market City, located 800m northwest along Ranford Road and a residential Woodland Park, located 800m southeast along Ranford Road. In addition, a wetland exists opposite the Ranford Road station, which is inaccessible to the public, however a new shared path is proposed along the perimeter.
2.	As the Station's supporting infrastructure will establish the key structural characteristics of the local road network it is critical that the roads supporting the Station are as legible and intuitive to use as possible, for vehicle users and pedestrians accessing the Station and adjacent areas. We encourage PTA to work with Main Roads (MRWA), local authorities and adjacent land owners to improve the clarity of the proposed road network so that long-term development opportunities adjacent to the Station can be better supported.	The design of internal Station access roads and interface with the external road network, Ranford Road and future Jandakot Eastern Link road, has been developed in consultation and engagement with key stakeholders, primarily representing DPLH, MRWA, the City and Transperth. Pedestrian and vehicle access strategies have been developed for the 2021 opening year and 2031 forecast year with appropriate layout and signage / line marking to ensure legible access strategies for the project case and following future development. The design team continues to develop the Ranford Road and Jandakot Eastern Link road design in consultation with the above key stakeholders.

	OGA Comment	Applicant Response
3.	Planning to enable the opportunity for a future pedestrian link to the north of the train line (via an overpass) is encouraged.	Future proofing the station for a future pedestrian link to the north of the train line (via an overpass) does not currently form part of the Project Brief for Ranford Road Station and as such this would represent a change of scope item that PTA would need to advise on.
4.	The overall pedestrian experience of the precinct requires further consideration. Key issues include: ▪ Length of pedestrian journeys from the main carpark to the Station Entry, ▪ CPTED concerns regarding journeys to and from the Station, particularly perceptions of safety of the ramping pathway connecting the main carpark, ▪ Lack of clarity regarding local area pedestrian connectivity, particularly opportunities west of the site.	▪ The station design includes providing high quality facilities and amenity for patrons using the carpark and accessing the station via the ramping pathway. This includes: ▪ Providing generous width pedestrian pathways linking between Station Carpark and Station entry building. Both paths are 4.0m wide to provide high degree of amenity and better CPTED (similar to Butler Station). ▪ Pathways have been linked to help provide better wayfinding and CPTED. ▪ Northern most pathway is a 1 in 14 ramp with direct access to Universally Accessible parking bays in carpark. ▪ Southern most pathway is a combination 1 in 14 ramp and stairs for able bodied patrons. ▪ Two dedicated pedestrian priority pathways continue within the carpark linking directly to pedestrian ramps/stairs. ▪ Tree shading of main pedestrian pathways, ramps and stairs is accommodated (i.e. northern tree planting). ▪ Providing resting points every 60m in accordance with DSAPT 5.1 and AS1428.2. ▪ The design shall include high quality signage for wayfinding and identification of key areas within the station. ▪ The design includes high quality lighting of pathways and station facilities within the Station precinct.

Built Form		
5.	In general, the built form of the Station facility appears well-considered. It is legible, economical and well-organised.	Noted and to be further investigated and developed during the next stages of the project.
6.	We encourage the realisation of the proposed pedestrian walkway canopy linking the bus terminal and the entrance facility as providing needed weather protection and wayfinding within an extensive site. Further resolution and integration between the canopy and entrance facility (particularly the roof planes) is encouraged.	This feature of the station design was considered by the NEWest Alliance; however this was not pursued to allow for the station entry forecourt to present as an open and central distribution point to the various transport modes within the station.
Landscape Design		
7.	The intent of the landscape design to amplify the central arrival point on the site and the radial concept of key precinct elements is supported. The notional materials and finishes proposed also appear suitable.	Noted and to be further investigated and developed during the next stages of the project. Further design development and detailing of materials will be undertaken for the next phase of the design (85% stage). Cultural and contextual themes, references and design outcomes will be further communicated to relevant stakeholders such as the Gnarla Biddi Noongar Reference Group and Construction Reference Group to ensure that community and stakeholder expectations for place outcomes can be addressed. Public art will be integrated within the landscape elements where this is appropriate and further design integration between design disciplines (civil, lighting, landscaping and drainage) is also in progress.
8.	There are general opportunities to improve local area pedestrian connectivity, integration of proposed green spaces (e.g. the significantly scaled stormwater sump) with adjacent Public Open Space/green space and concerns regarding CPTED as mentioned above.	Better pedestrian connectivity and integration of the proposed green infrastructure will be further developed during the detailed design phase including addressing CPTED and patron wellbeing considerations for pedestrian movements throughout the Station Precinct.

Materials and Finishes		
9.	The use of stainless steel security mesh infill panels for the concourse and overpass may have an adverse impact on the character and amenity of internal areas, particularly regarding safety and security. The current proposal for the concourse 'overpass' is long and lacks opportunities for escape, and the mesh panels proposed may have connotations of a 'cage' and could reinforce negative social behaviours. Consider alternative treatments, or else, investigate case studies and benchmarks to ensure that panel composition, finishes, detailing, interaction with lighting, and integration with other materials and elements avoids potential issues and satisfies relevant stakeholders.	The stainless steel security mesh infill panels are based on the East Perth Station precedent and are a requirement of the SWTC: ▪ Full height mesh screening to walls of Pedestrian Overpass to PTA requirements (screening to be similar to East Perth Station). The length of the concourse is based on the spatial requirements for vertical circulation and associated run off zones, pedestrian modelling requirements for level of service and allowance for future customer service booth provisions. The Crimsafe mesh that has been selected is a finely woven black coloured mesh that helps achieve unhindered views and a feeling of open space and maintains a similar level of transparency as glazing so as to not adversely affect CPTED and passive surveillance. The dark colour of the mesh also helps it visually recede rather than being a light coloured or natural stainless-steel colour which would appear more reflective and enclosing. The mesh does not incorporate heavy bars and/or grilles so as to maintain a feeling of open space and unhindered views. The detailing of the mullion breakup for the mesh is consistent with the breakup and composition that would be required for glazing.
10.	As a prominent element within the arrival experience, we encourage further consideration of the material treatment and finish to the bike storage enclosure to ensure it contributes to a welcoming environment.	The bike shelter design at Ranford Road incorporates a custom bike shelter enclosure as part of the station entry building rather than adopting the PTA standard free-standing green shelters. This approach was adopted to provide a higher quality architectural outcome, better consolidation of the various infrastructure elements that are located within the station precinct (i.e. minimising entrapment zones, and maximising the visual permeability of the station forecourt to improve CPTED and passive surveillance). The architectural detailing of the bike store seeks to provide an elegant and secure facility that is visually permeable and that celebrates cycling as an alternative transport mode. The mesh screening material enclosing the bicycle facility is an architectural grade, high-security welded panel in an anti-climb long rectangular mesh pattern that has excellent visibility through it. The mesh comes in a range of colours and will be matched to the frame surround and the wider

		precinct colour scheme and in conjunction with the public art once the public art design is established. The mesh panels are set within a continuous 50mm flat bar steel perimeter fixing frame which is all fully painted to match.
11.	We have some concerns regarding the performance and suitability of the proposed rendered blockwork in the entrance building. An alternative finish that that is integral to the material and easy to maintain is recommended.	The cement render is a high build render consisting of a scratch coat and second coat. A major proportion of the entry building consists of services rooms requiring 2-hour fire rated blockwork construction. The intention was to use this material throughout to achieve a consistent finish to the whole building.
Public Art		
12.	The concept proposal for an animated screen to assist with wayfinding, legibility of the Station and concealment of the existing telecommunications tower is supported in-principle and has the potential to create a positive outcome. We encourage appointment of a public art consultant so that this proposal can be progressed in parallel with early Design Development.	Noted and to be further investigated and developed during the next stages of the project, and may be delivered through a condition of approval. A public art coordinator has been appointed and is working with the PTA and NEWest Alliance to develop the Sense of Place Statements and Public Art Plan for TCL to progress to formulating the Public Art Brief for Ranford Road Station.

7. PLANNING ASSESSMENT

7.1. METRONET STATION DESIGN GUIDE

The METRONET Station Design Guide provides principles, objectives and specific advice to be considered in the designing and planning for stations across Perth as part of the METRONET program. It was prepared for the METRONET Office, to inform and guide decision making across the program, and includes the tools and design guidelines to help understand the station specific outcomes sought.

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 Ranford Road station in its current context is best classified as a 'SP6 – Transit Node' station, defined as follows:

> *Transit node precincts primary role is to provide access to stations for a wide catchment with provision of park and ride and/or transit interchange from other services. Transit nodes are generally located where intensive urban development is constrained due to proximity to other centres or other factors. They may be located adjacent to an existing or emerging urban centre to support its development, and may support non centre based development like large format retail and light industrial uses.*

Given the Ranford Road station is currently located adjacent to the Canning Vale industrial area and not yet in close proximity to residential development (i.e. the suburb of Canning Vale), and considering the site's environmental constraints associated with being surrounded by Bush Forever and its previous use for landfill, the context of the station is consistent with this classification.

Many of these 'critical elements' are most applicable to the development surrounding the station, and is beyond the scope of the station itself; however, the following aspects are considered as applicable to some extent:

- *Critical Element 3: Street Design and Movement Priority*
- *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*

Table 7 considers these critical elements against the proposed Ranford Road Station design.

Table 7 – Ranford Road Station Design Principles

Station Critical Element	Details
Critical Element 3: Street Design and Movement Priority	
Preferred: bus and car priority, then bike and pedestrian.	The 'bus-and-ride' is identified as the greatest opportunity for alternative transportation to the Ranford Road Station. This mode of transport is actively encouraged by the large bus interchange located immediately adjacent to the station forecourt. The provision of park-and-ride bays is also recognised as an important element of a transit node station, resulting in a substantial sized passenger parking area adjacent to the station building. This has been located within the south east portion of the station precinct, where pedestrian activity is low. This approach is consistent with the preferred approach for a transit node station.
Shared zone (station interface area): 20km/hr	The design speed for the internal roads within the station is 15km per hour.
Local/urban streets: up to 40km/hr *Urban Arterials (frame): 50km/hr*	External roads (including the upgrades to Ranford Road and the Jandakot Eastern Link road) are out of the scope of this development application, and do not require planning approval as road works within a road reservation.
Critical Element 4: Intersection and Crossings	
Preferred: controlled four way intersection, no splitter lanes.	All intersections within the PTA car park and busway are sign-controlled intersections with no splitter lanes. The busway roundabouts are designed to the required swept path (noting that this area will accommodate over-sized articulated buses).
Critical Element 5a: Transit Integration - Rail	
Preferred minimum rail integration type:  *Underground Tunnel*  *Cut and Cover*  *Open Cut* *Considered minimum rail integration type:*  *Elevated on berm*  ***At grade***  *Elevated on Viaduct*	Ranford Road Station will be an 'at-grade' rail integration design, which is identified as a, considered rail integration type within transit node precincts. This was determined to be the most suitable design given that it is the; least disruptive to the natural ground plane - making use of existing rail alignments and infrastructure, and, would cause the least disruption to the existing freight alignment. The at-grade station design is also consistent with the SWTC specifications.

Critical Element 5b: Transit Integration – Bus	
Preferred: on street. Integrated/stacked interchange loop at grade	The new station provides an at-grade bus interchange immediately adjacent to the station entry building and a second interchange fronting Ranford Road. Both interchanges are consistent with the intent for the preferred on-street approach and integrated at-grade loop interchange.
Critical Element 6: Station Type	
Preferred: Active Pavillion *Considered: Canopy*	The station entry building is proposed at ground level and exclusively provides access to the station platform via the pedestrian overpass. This is best described as a 'canopy' station design, which is capable of being considered for a transit node station. Importantly, the station entrance building provides a clear and defined landmark feature, meaning that the station entry point can be clearly identified from the surrounding area.
Critical Element 7a: Station Dedicated Parking	
Preferred: moderate adjacent park-and-ride (ok at grade) *Considered: substantial adjacent park-and-ride ok at grade*	The station includes approximately 400 park-and-ride bays within a short walking distance from the station forecourt and entry building. The mode share assessment completed for the Ranford Road Station demonstrates that these parking bays will cater to the majority of the demand for park-and-ride commuters, but with a modelled small shortfall in bays. This designed shortfall is intended to encourage mode shift, and is consistent with the preferred approach for a transit node station.

7.2. ASSESSMENT PROCESS & APPROVAL REQUIREMENTS

7.2.1. Planning Control Area No. 134 (PCA 134)

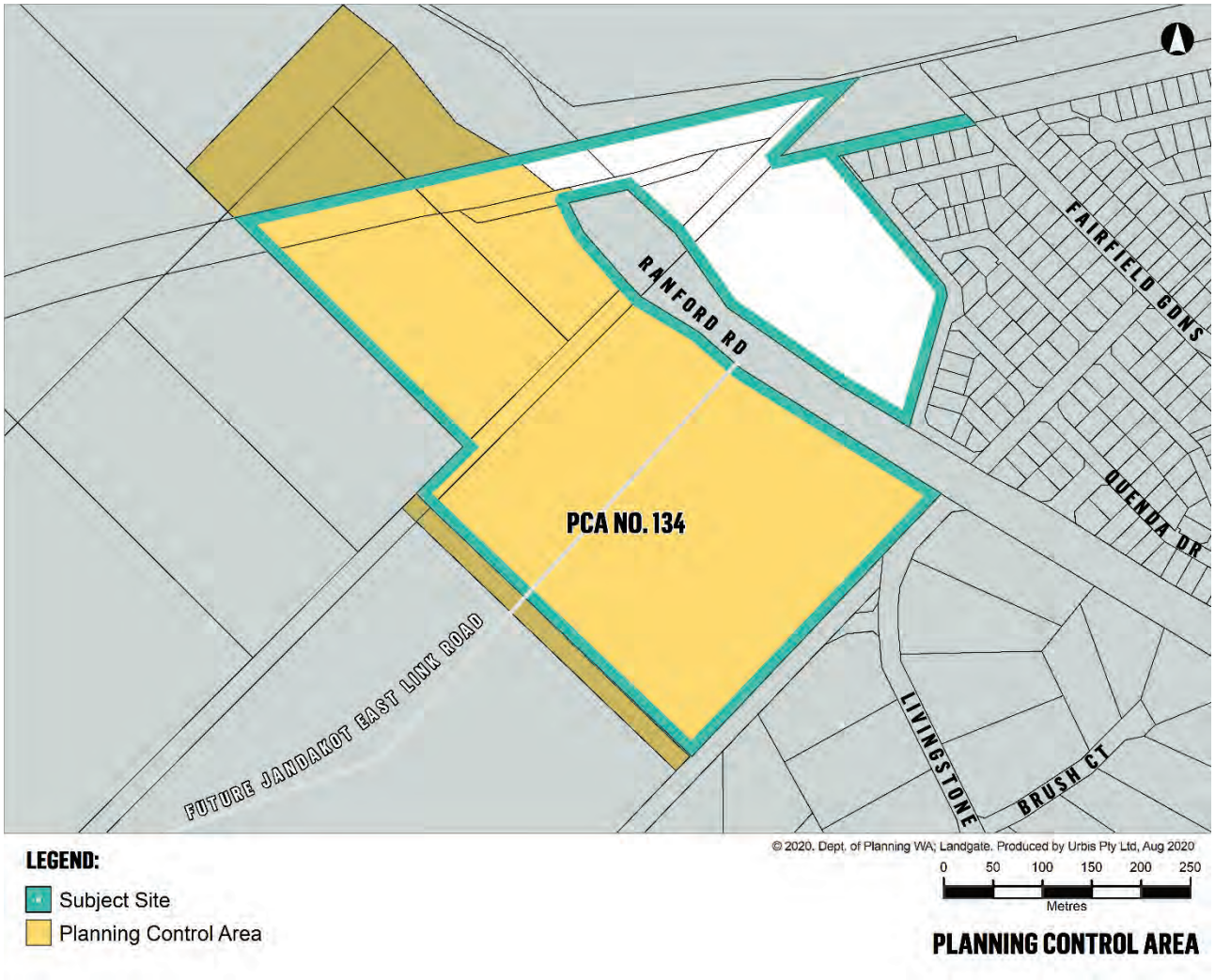
The proposed Ranford Road station works are wholly located within PCA 134, which has been established for the purpose of facilitating the development of the land for railways and related public purposes. Refer **Figure 16**.

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

- The development application is to be lodged with the local authority. The local authority is to forward the application and its recommendation to the Western Australian Planning Commission (WAPC) within 30 days of receiving the application (section 115(3) of the PD Act).
- The DPLH then have a further 60 days to assess the application, being a total deemed refusal period of 90 days (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 16 – PCA 134 Extract



7.2.2. 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 of the Act specifically provides the authority to construct the TCL. 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 Metropolitan Region Scheme (**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.*

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 PD Act and the MRS 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. A detailed summary of the exemptions is provided in the sections below.

7.2.3. Section 6 Public Works

Section 6 of the PD Act 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 criteria must be met:

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

The PTA is considered an 'agent of the crown', and the NEWest Alliance acts on behalf of the PTA. The railway station and associated 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 Ranford Road station works are included within the scope of the METRONET Act enabling legislation, the proposed works also meet this second test.

The station works will thereby meet the section 6 exemption, and does not require approval under the City's local planning scheme. It is however noted that public works may still require approval under the MRS, unless further exemptions are provided.

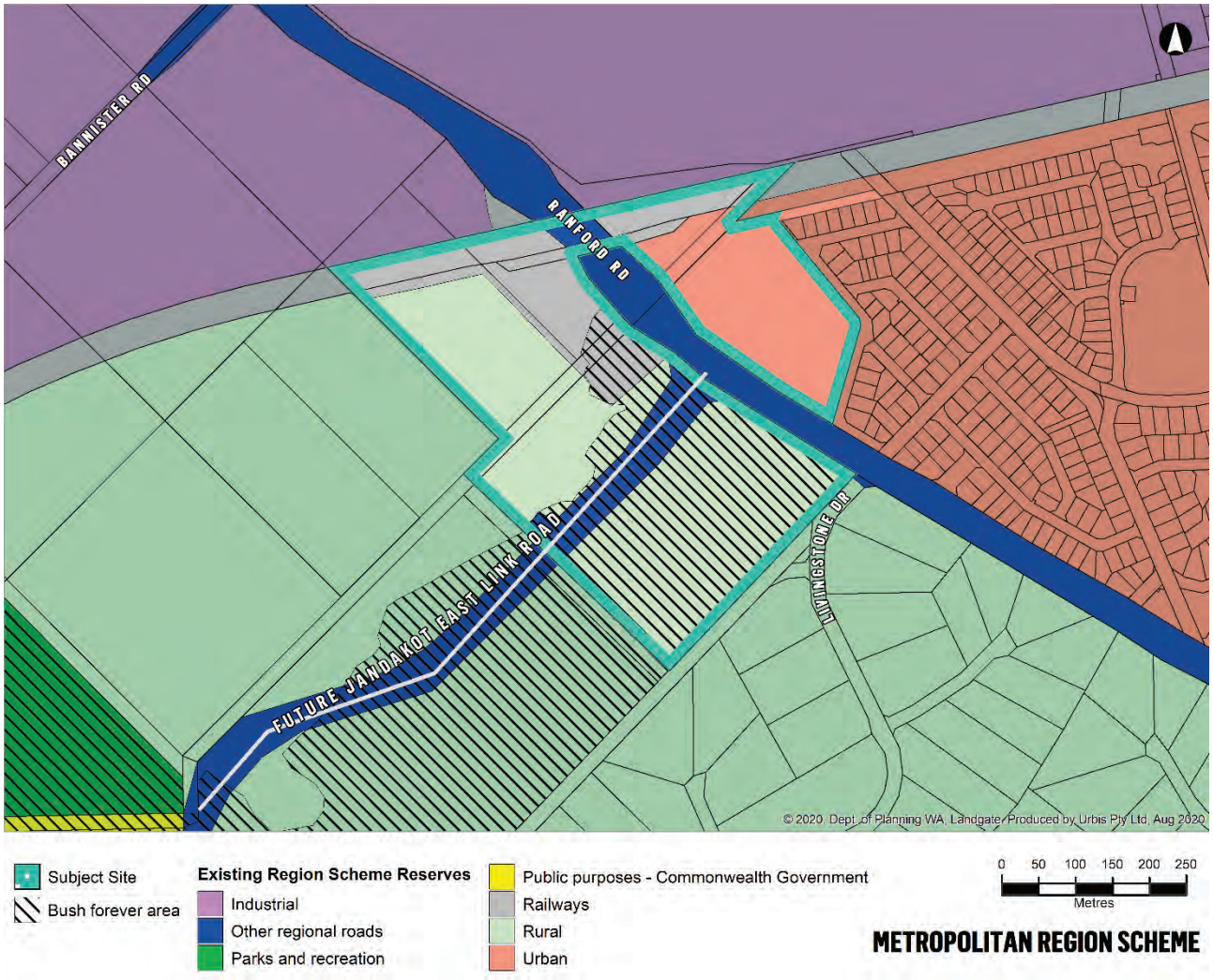
7.2.4. Metropolitan Region Scheme (MRS) Exemptions

The subject site is included in the 'Railways Reserve', 'Rural Zone' and 'Urban Zone' under the MRS – refer to **Figure 17**.

Exemptions available under the MRS are provided through the following clauses:

- Reserved Land: clause 16(1a), where the development is 'permitted development' or expressly authorised under an Act to be commenced or carried out without the approval of the WAPC. This includes exemptions for 'Railways' and 'Other Regional Roads' reserved land.
- Zoned Land: clause 24, which broadly enables a public authority to complete works in a local road reservation.

Figure 17 – MRS Zoning Extract



7.2.5. Summary of Exemptions

Table 8 provides a summary of the METRONET Act and MRS exemptions, and associated conclusions regarding the scope of works which require formal development approval.

Table 8 – Summary of Exemptions

MRS Zone / Reservation	Exemption	Conclusion
Metropolitan Region Scheme Exemptions		
'Railways Reserve'	Clause 16(1a) of the MRS states that development approval is **not** required for development on reserved land owned or vested in a public authority, and are: *works on land reserved for railways for the purpose of or in connection with a railway, not including the construction or alteration of a railway station or any related car parks, public transport interchange*	The conclusions drawn from this clause are as follows: ▪ The railway track works and any associated noise walls within the 'Railways Reserve' will not require planning approval. ▪ The majority of the remaining station works which are

MRS Zone / Reservation	Exemption	Conclusion
	facilities, or associated means of pedestrian or vehicular access;	available for public access will require approval.
'Other Regional Roads Resrve'	Clause 16(1a) of the MRS states that development approval is **not** required for development on reserved land owned or vested in a public authority, and are: *works on land reserved for Primary Regional Roads or Other Regional Roads for the purpose of or in connection with a road within the meaning of the Main Roads Acts 1930;*	Road works within Ranford Road and the Jandakot Eastern Link road are not considered to require planning approval.
METRONET Act Exemptions		
'Urban Zone' and 'Rural Zone'	*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' are defined as: *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;*	The conclusions drawn from this clause are as follows: ▪ Station works which are available for public access will require approval. ▪ Any other works included within the scope of this METRONET project will not require formal approval. ▪ The new Ranford Road bridge was also determined to fall within this exemption.

7.3. PLANNING FRAMEWORK ASSESSMENT

Table 9 below includes an assessment against other applicable state and local planning frameworks and the relevant requirements of these planning instruments.

Table 9 – State & Local Planning Framework Assessment Summary

Planning Framework	Details
Perth and Peel @ 3.5 Million (PP@3.5) **AND** **Sub-Regional Planning Framework**	PP@3.5 and the associated Sub-Regional Framework identifies the site for 'Railway' and 'Urban' purposes consistent with the MRS. The Sub-Regional Framework identifies all METRONET Stage 1 works within the framework, including the Ranford Road Station. This proposal is therefore entirely consistent with the outcomes sought through the Sub-Regional Framework.
Metropolitan Region Scheme **(MRS)**	As noted in section 6.3.4 above, the proposed station will be located within the 'Railway' reservation 'Rural' and 'Urban' zone under the MRS. Ranford Road Station is appropriately placed within these reserves and zones for the following reasons: ▪ The development of a 'Railways' for a railway station is indisputably consistent with the intent of the reserve. ▪ The construction of a multi-modal railway station assists with transiting the area towards a more urban outcome.
Development Control Policy No. 1.6 – Planning to Support Transit Use and Transit Oriented Development **(DCP1.6)**	The purpose of the policy is to guide the development or redevelopment within transit orientated precincts. The policy applies as the site is identified within a future transit orientated precinct associated with the new station. The proposal directly reflects the intentions of DCP1.6 as it provides for a highly connected multi-modal station with new bus services, cycling infrastructure and pedestrian paths and amenities to encourage sustainable transit to/from the station. The Ranford Road Station will also act as a catalyst to support the transition of the surrounding areas to accommodate a more urbanised outcome, without sole reliance on the private car.

8. CONCLUSION

This development application seeks approval for the new Ranford Road Station as part of METRONET's Thornlie - Cockburn Link project. The new Ranford Road Station will be a multi-modal station providing train, bus interchange, cycling and pedestrian amenities and will become an important transport link that has been designed to bridge the gap in rail infrastructure in the south-east corridor of metropolitan Perth.

The station will also reduce the up to 1hr private vehicle peak hour journey to the Perth CBD to approximately 29 minutes, thereby actively supporting transport mode shift away from the private vehicle.

With site context and the applicable PTA and SWTC requirements, the station has been designed with a focus on the following elements:

- Delivering a viable bus and train service to the locality which is appropriate to the site's context and the local area's demand for public transport services.
- Encourage non-private vehicle use for connection trips and apply principles that support opportunities for transit-oriented development, whilst providing a pragmatic amount of car parking facilities to support the station.
- Ensuring safe and comfortable access and usability to the general public and stakeholders via consideration for wayfinding, CPTED design requirements, and through the provision of associated amenities such as landscaping, seating, weather protection and end of trip facilities.
- Providing a durable and easily maintained design, and achieving a minimum 120 year design life.
- Consideration for connectivity of the station and its facilities with the surrounding area including via the new shared paths provided and new access routes to the station to ensure this integrates with the future Jandakot Eastern Link road.
- Minimising environmental impact and optimising quality of public transport infrastructure (including via noise mitigation methods).
- Enhancing the site's environmental setting whilst remaining conscious of the landfill present on the site and the land's contaminated nature in some areas.
- Integrating with the surrounding road network and minimising the station's impact from a traffic perspective.
- Achieving the stations' functional brief whilst achieving excellence in design.

Considerable pre-lodgement consultation and engagement has been undertaken by the project team to ensure that the design of the station has evolved with consideration of relevant stakeholders' requirements. This includes a review by the Office of the Government Architect, whose feedback has been incorporated into the final proposed design, pre-lodgement meetings and discussions with the City.

As a public transport infrastructure project subject to the enabling legislation of the METRONET Act, the statutory assessment against set development standards is limited. In light of this, the measure of suitability and appropriateness of this project is based on the overall design and functionality of the network, including improvements to the pedestrian, cyclist and public transport network. As demonstrated via a planning assessment which has considered SPP7 guiding urban design principles, the METRONET Station Design Guide and other relevant state and local planning frameworks, the site has been demonstrated to be fit for purpose, and the station design has demonstrated compliance.

As noted earlier in this report, this project is subject to critical construction timeframes which require approval to be granted as soon as practical to allow the project team to meet the commencement date for construction (29 November 2021) and the day one operation date (late 2022). The applicant appreciates the City's and the DPLH's support in delivering an approval within a timeframe that ensures the ongoing construction programme can be maintained.

We respectfully request that any issues or additional information requests be directed to Ray Haeren (rhaeren@urbis.com.au) at Urbis. Alternatively, please do not hesitate to contact the office on 9346 0500 or Ray Haeren on 0418 848 805 should you have any queries or wish to discuss any specific element of the proposal.

DISCLAIMER

This report is dated 21 October 2020 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 Public Transport Authority and NEWest Alliance **(Instructing Party)** for the purpose of DA Report **(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.

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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	
302/DP30748	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	30/12/2003

VOLUME 1521 FOLIO 518

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 302 ON DEPOSITED PLAN 30748

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CITY OF CANNING OF 1317 ALBANY HIGHWAY, CANNINGTON

(T C247919) REGISTERED 5/11/1981

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

1. A372674 EASEMENT TO AMPOL EXPLORATION LIMITED, SHELL DEVELOPMENT (AUSTRALIA) PTY. LIMITED, TEXACO OVERSEAS PETROLEUM COMPANY AND CALIFORNIA ASIATIC OIL COMPANY. SEE SKETCH ON VOL 1521 FOL 518. REGISTERED 16/2/1971.
   *K395712 NOTIFICATION. THE GRANTEES OF EASEMENT A372674 ARE NOW APT PARMELIA PTY LTD PURSUANT TO SECTION 20(5) OF THE PETROLEUM PIPELINES ACT 1969. RECORDED 31/10/2007.
2. I623469 EASEMENT TO WESTERN POWER CORPORATION. SEE SKETCH ON DEPOSITED PLAN 34952 REGISTERED 11/9/2003.
3. *L529000 MEMORIAL. CONTAMINATED SITES ACT 2003 REGISTERED 13/1/2011.

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:	DP30748
PREVIOUS TITLE:	1513-47
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING

NOTE 1: A000001A LAND DESCRIPTION AMENDED ON ORIGINAL CERTIFICATE OF TITLE - BUT NOT SHOWN ON CURRENT EDITION OF THE DUPLICATE.

END OF PAGE 1 - CONTINUED OVER

NOTE 2: SKETCH ON ORIGINAL SUPERSEDED PAPER TITLE AMENDED - BUT NOT SHOWN ON CURRENT EDITION OF THE DUPLICATE.

NOTE 3: K395712 DUP C/T NOT PRODUCED FOR DOCUMENT K395712.

WESTERN AUSTRALIA

REGISTER NUMBER	
60/D60697	
DUPLICATE EDITION **N/A**	DATE DUPLICATE ISSUED **N/A**

VOLUME **1596** FOLIO **393**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 60 ON DIAGRAM 60697

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STATE OF WESTERN AUSTRALIA

(T C186796) REGISTERED 29/7/1981

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

1. A372674 EASEMENT TO AMPOL EXPLORATION LTD, SHELL DEVELOPMENT (AUSTRALIA) PTY LTD, TEXACO OVERSEAS PETROLEUM CO AND CALIFORNIA ASIATIC OIL CO FOR THE PURPOSE OF LAYING, CONSTRUCTING AND MAINTAINING PIPELINES AND OTHER APPARATUS. SEE INSTRUMENT A372674 AND SKETCH ON VOLUME 1596 FOLIO 393. REGISTERED 16/2/1971.

*K395712 NOTIFICATION. THE GRANTEES OF EASEMENT A372674 ARE NOW APT PARMELIA PTY LTD PURSUANT TO SECTION 20(5) OF THE PETROLEUM PIPELINES ACT 1969. RECORDED 31/10/2007.

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:	1596-393 (60/D60697)
PREVIOUS TITLE:	1521-520, 1521-522
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING
RESPONSIBLE AGENCY:	PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

NOTE 1: K414951 LAND DESCRIPTION AMENDED ON ORIGINAL CERTIFICATE OF TITLE - BUT NOT SHOWN ON CURRENT EDITION OF THE DUPLICATE

NOTE 2: K395712 DUP C/T NOT PRODUCED FOR DOCUMENT K395712.

WESTERN AUSTRALIA

REGISTER NUMBER	
303/DP30748	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
6	11/1/2016

VOLUME 1704 FOLIO 235

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 303 ON DEPOSITED PLAN 30748

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CITY OF CANNING OF 1317 ALBANY HIGHWAY, CANNINGTON

(A D065092) REGISTERED 11/7/1985

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

1. A372674 EASEMENT TO AMPOL EXPLORATION LTD., SHELL DEVELOPMENT (AUSTRALIA) PTY. LTD., TEXACO OVERSEAS PETROLEUM CO., AND CALIFORNIA ASIATIC OIL CO. SEE SKETCH ON VOL 1704 FOL 235. REGISTERED 16/2/1971.
   *K395712 NOTIFICATION. THE GRANTEES OF EASEMENT A372674 ARE NOW APT PARMELIA PTY LTD PURSUANT TO SECTION 20(5) OF THE PETROLEUM PIPELINES ACT 1969. RECORDED 31/10/2007.
2. I244829 LEASE TO LUCENT TECHNOLOGIES AUSTRALIA PTY LTD OF LEVEL 4, 6-10 TALAVERA ROAD, NORTH RYDE, NEW SOUTH WALES EXPIRES: SEE LEASE. AS TO PORTION ONLY. REGISTERED 24/9/2002.
   I380791 TRANSFER OF LEASE I244829, LESSEE NOW HUTCHISON 3G AUSTRALIA PTY LTD OF LEVEL 3, 504 PACIFIC HIGHWAY, ST LEONARDS, NEW SOUTH WALES REGISTERED 11/2/2003.
   M102924 CHANGE OF NAME AFFECTING LEASE I244829. LESSEE NOW VODAFONE HUTCHISON AUSTRALIA PTY LTD OF LEVEL 7, 40 MOUNT STREET, NORTH SYDNEY, NEW SOUTH WALES REGISTERED 14/11/2012.
   M430012 TRANSFER OF LEASE I244829, LESSEE NOW TELSTRA CORPORATION LTD OF LEVEL 41, 242-282 EXHIBITION STREET, MELBOURNE, VICTORIA REGISTERED 14/10/2013.
   M430013 EXTENSION OF LEASE I244829. REGISTERED 14/10/2013.
3. I442102 LEASE TO OPTUS MOBILE PTY LTD OF OPTUS CENTRE, 101 MILLER STREET, NORTH SYDNEY, NEW SOUTH WALES EXPIRES: SEE LEASE. AS TO PORTION ONLY REGISTERED 9/4/2003.
   I442104 TRANSFER OF LEASE I442102, LESSEE NOW CROWN CASTLE AUSTRALIA PTY LTD OF LEVEL 8, 66 HUNTER STREET, SYDNEY, NEW SOUTH WALES REGISTERED 9/4/2003.
   I507571 SUB-LEASE OF LEASE I442102 TO OPTUS MOBILE PTY LTD OF LEVEL 26, OPTUS CENTRE, 101 MILLER STREET, NORTH SYDNEY, NEW SOUTH WALES EXPIRES: SEE SUB

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LEASE. AS TO PORTION ONLY REGISTERED 6/6/2003.

J252448 SUB-LEASE OF LEASE I442102 TO HUTCHISON 3G AUSTRALIA PTY LTD OF BUILDING A, 207 PACIFIC HIGHWAY, ST LEONARDS, NEW SOUTH WALES EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY. REGISTERED 18/4/2005.

4. I442103 LEASE TO OPTUS MOBILE PTY LTD OF OPTUS CENTRE, 101 MILLER STREET, NORTH SYDNEY, NEW SOUTH WALES EXPIRES: SEE LEASE. AS TO PORTION ONLY REGISTERED 9/4/2003.

I442104 TRANSFER OF LEASE I442103, LESSEE NOW CROWN CASTLE AUSTRALIA PTY LTD OF LEVEL 8, 66 HUNTER STREET, SYDNEY, NEW SOUTH WALES REGISTERED 9/4/2003.

I507572 SUB-LEASE OF LEASE I442103 TO OPTUS MOBILE PTY LTD OF LEVEL 26, OPTUS CENTRE, 101 MILLER STREET, NORTH SYDNEY, NEW SOUTH WALES EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 6/6/2003.

J252449 SUB-LEASE OF LEASE I442103 TO HUTCHISON 3G AUSTRALIA PTY LTD OF BUILDING A, 207 PACIFIC HIGHWAY, ST LEONARDS, NEW SOUTH WALES EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY. REGISTERED 18/4/2005.

5. I623469 EASEMENT TO WESTERN POWER CORPORATION. SEE SKETCH ON DEPOSITED PLAN 34953 REGISTERED 11/9/2003.

6. *L529000 MEMORIAL. CONTAMINATED SITES ACT 2003 REGISTERED 13/1/2011.

7. N178039 LEASE TO VODAFONE NETWORK PTY LTD OF LEVEL 7 40 MOUNT STREET NORTH SYDNEY EXPIRES: SEE LEASE. AS TO PORTION ONLY REGISTERED 18/11/2015.

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:	DP30748
PREVIOUS TITLE:	1596-395
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING

NOTE 1: L038552 DEPOSITED PLAN 64551 (INTEREST ONLY) LODGED

WESTERN AUSTRALIA

REGISTER NUMBER	
56/P10039	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	1/11/2017

VOLUME 2936 FOLIO 546

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 56 ON PLAN 10039

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STATE OF WESTERN AUSTRALIA

(XE A000001A) REGISTERED 1/1/0001

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

1. SAVE AND EXCEPT THE RIGHTS TO MINES OF COAL OR OTHER MINERALS

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:	P10039
PREVIOUS TITLE:	1058-886
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING
RESPONSIBLE AGENCY:	PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

NOTE 1: N754663 NO DUPLICATE ISSUED. THIS LOT/TITLE CREATED FOR THE RESUMED BALANCE OF TITLE VOL 1058 FOL 886.

WESTERN AUSTRALIA

REGISTER NUMBER	
58/P10039	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	1/11/2017

VOLUME 2936 FOLIO 548

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 58 ON PLAN 10039

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STATE OF WESTERN AUSTRALIA

(XE A000001A) REGISTERED 1/1/0001

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

1. SAVE AND EXCEPT THE RIGHTS TO MINES OF COAL OR OTHER MINERALS

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:	P10039
PREVIOUS TITLE:	1223-635
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING
RESPONSIBLE AGENCY:	PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

NOTE 1: N754663 NO DUPLICATE ISSUED. THIS LOT/TITLE CREATED FOR THE RESUMED BALANCE OF TITLE VOL 1223 FOL 635.

WESTERN AUSTRALIA

REGISTER NUMBER	
59/P10039	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	1/11/2017

VOLUME 2936 FOLIO 549

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 59 ON PLAN 10039

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STATE OF WESTERN AUSTRALIA

(XE A000001A) REGISTERED 1/1/0001

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

1. SAVE AND EXCEPT THE RIGHTS TO MINES OF COAL OR OTHER MINERALS

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:	P10039
PREVIOUS TITLE:	1207-995
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING
RESPONSIBLE AGENCY:	PUBLIC TRANSPORT AUTHORITY OF WESTERN AUSTRALIA

NOTE 1: N754663 NO DUPLICATE ISSUED. THIS LOT/TITLE CREATED FOR THE RESUMED BALANCE OF TITLE VOL 1207 FOL 995.

WESTERN AUSTRALIA

REGISTER NUMBER	
500/P15262	
DUPLICATE EDITION **N/A**	DATE DUPLICATE ISSUED **N/A**

VOLUME **1713** FOLIO **628**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 500 ON PLAN 15262

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

CITY OF CANNING OF 1317 ALBANY HIGHWAY, CANNINGTON

(T D138556) REGISTERED 31/10/1985

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

1. *L529000 MEMORIAL. CONTAMINATED SITES ACT 2003 REGISTERED 13/1/2011.

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:	1713-628 (500/P15262)
PREVIOUS TITLE:	1713-627
PROPERTY STREET ADDRESS:	81 RANFORD RD, CANNING VALE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF CANNING

WESTERN AUSTRALIA

REGISTER NUMBER	
369/DP59341	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	N/A

VOLUME LR3151 FOLIO 581

RECORD OF QUALIFIED CERTIFICATE OF CROWN LAND TITLE

UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

NO DUPLICATE CREATED

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 369 ON DEPOSITED PLAN 59341

STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: ROAD

PRIMARY INTEREST HOLDER: STATE OF WESTERN AUSTRALIA

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

1. DEDICATED ROAD
2. E450641 EASEMENT TO AMPOL EXPLORATION LTD, SHELL DEVELOPMENT (AUSTRALIA) PTY LTD, TEXACO OVERSEAS PETROLEUM COMPANY AND CALIFORNIA ASIATIC OIL COMPANY. RECORDED PURSUANT TO SECTION 19(4) OF THE PETROLEUM PIPELINES ACT 1969. SEE DP59341. REGISTERED 2/2/1972.

   K395713 NOTIFICATION. THE GRANTEES OF EASEMENT E450641 ARE NOW APT PARMELIA PTY LTD PURSUANT TO SECTION 20(5) OF THE PETROLEUM PIPELINES ACT 1969. REGISTERED 31/10/2007.

Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
(2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
(3) The interests etc. shown hereon may have a different priority than shown.

----------END OF CERTIFICATE OF CROWN LAND 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: DP59341
PREVIOUS TITLE: LR3151-581

END OF PAGE 1 - CONTINUED OVER

PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: CITY OF CANNING
RESPONSIBLE AGENCY: DEPARTMENT OF PLANNING, LANDS AND HERITAGE (ROAD)

NOTE 1: K576051 CORRESPONDENCE FILE 03266-1971-01RO
NOTE 2: SUBJECT TO SURVEY - NOT FOR ALIENATION PURPOSES

Reserve Details Report -48617

Reserve	48617	**Legal Area (ha)**	4.7754
Name	N/A	**Status**	CURRENT
Type	Subject to 20A	**Current Purpose**	PUBLIC RECREATION
File Number	N/A		
Notes	N/A		
Additional Reserve Information	RESERVE COMPRISES LOT 149 ON DP48843 (J749183)		

Class	Responsible Agency	Date of Last Change
C	DEPARTMENT OF PLANNING, LANDS AND HERITAGE (SLSD)	10/06/2006

Management Order	Document Number
CITY OF CANNING	J749184

Land Use
PUBLIC RECREATION

Local Government Authority
CITY OF CANNING

CLT Number	Parcel Identifier	Street Address, Suburb	File Number	PIN	Area (m^2)
LR3138/169	Lot 149 On Deposited Plan 48843	No Street Address Information Available	50389-2006-01RO	11512548,11512549	47754

Previous Certificates of Title	Status

Document Number/Gazette Page	Date	Type	Text
J749183	18/05/2006	Current Area	4.7754
J749183	18/05/2006	Class	C
J749183	18/05/2006	Current Purpose	PUBLIC RECREATION
J749184	18/05/2006	Current Vesting	MANAGEMENT ORDER CITY OF CANNING

date: Oct 26, 2020, 9:28:52 AM

WESTERN AUSTRALIA

REGISTER NUMBER	
149/DP48843	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	**N/A**

VOLUME **LR3138** FOLIO **169**

RECORD OF CERTIFICATE OF CROWN LAND TITLE

UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

NO DUPLICATE CREATED

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 149 ON DEPOSITED PLAN 48843

STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: RESERVE UNDER MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: CITY OF CANNING OF LOCKED BAG 8, CANNINGTON
(XE J749184) REGISTERED 18/5/2006

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

1. A372674 EASEMENT TO AMPOL EXPLORATION LIMITED, SHELL DEVELOPMENT (AUSTRALIA) PTY. LIMITED, TEXACO OVERSEAS PETROLEUM COMPANY AND CALIFORNIA ASIATIC OIL COMPANY. SEE DEPOSITED PLAN 48843 REGISTERED 16/2/1971.
   K395712 NOTIFICATION. THE GRANTEES OF EASEMENT A372674 ARE NOW APT PARMELIA PTY LTD PURSUANT TO SECTION 20(5) OF THE PETROLEUM PIPELINES ACT 1969. RECORDED 31/10/2007.
2. J749183 RESERVE 48617 FOR THE PURPOSE OF PUBLIC RECREATION REGISTERED 18/5/2006.
   J749184 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 18/5/2006.

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. Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF CROWN LAND 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: DP48843
PREVIOUS TITLE: 1596-394, 1813-783

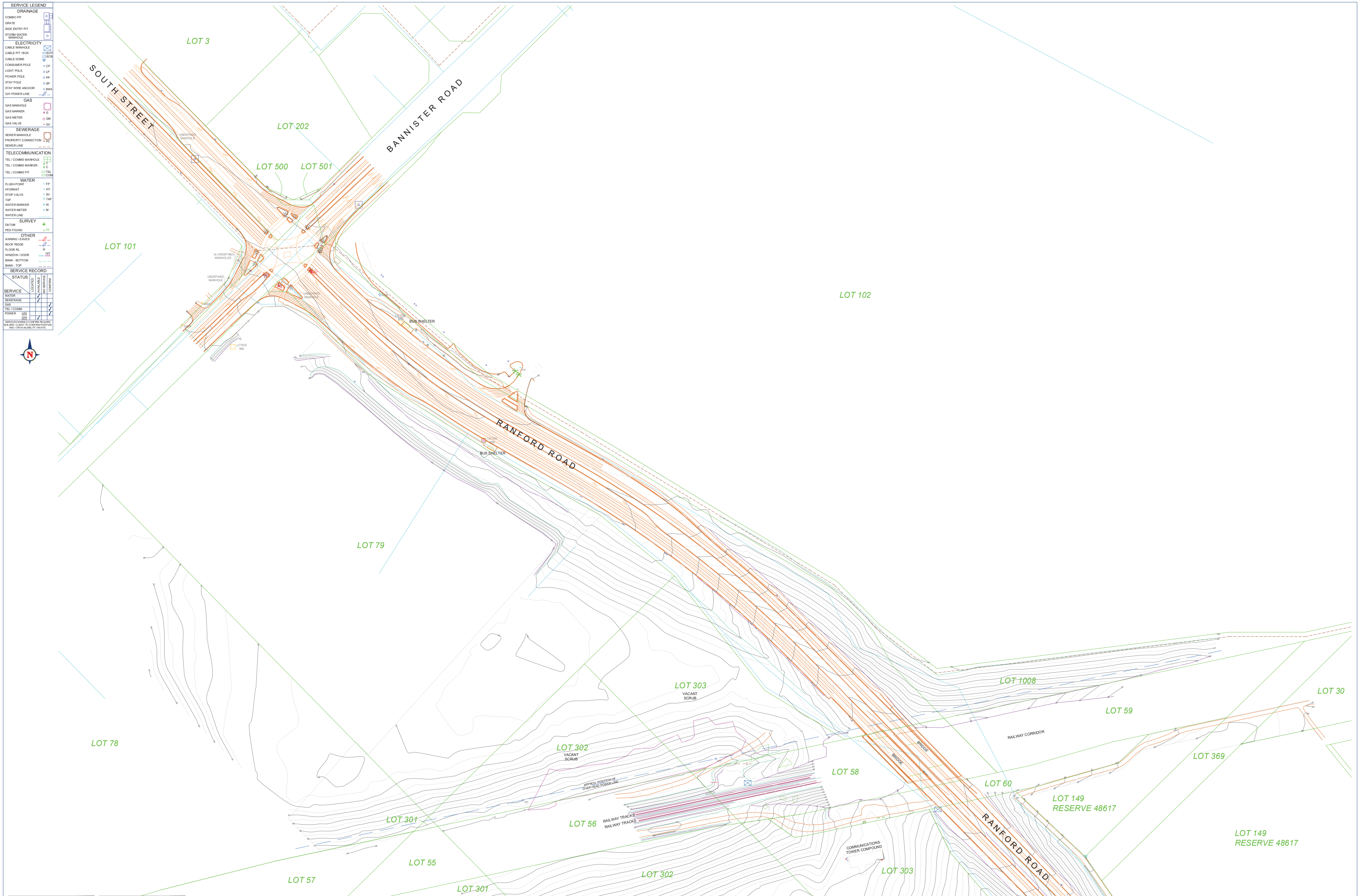
END OF PAGE 1 - CONTINUED OVER

REGISTER NUMBER: 149/DP48843 VOLUME/FOLIO: LR3138-169 PAGE 2

PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY: CITY OF CANNING
RESPONSIBLE AGENCY: DEPARTMENT OF PLANNING, LANDS AND HERITAGE (SLSD)

NOTE 1: J749181 CORRESPONDENCE FILE 50389-2006-01RO

APPENDIX B DEVELOPMENT PLANS



NOTE:
AHD LEVEL DERIVED FROM LOCAL SITE CONTROL.

NOTE:
PLAN PRODUCED FOR DEVELOPMENT APPROVAL PURPOSES ONLY
NOT INTENDED FOR DESIGN.

WARNING!
BOUNDARY RE-ESTABLISHMENT SURVEY REQUIRED TO CONFIRM LOT BOUNDARY POSITION AND DIMENSIONS.

BOUNDARY INFORMATION SOURCED FROM WATER CORP.

REV	DESCRIPTION	DRN	DATE	APP
A	ISSUED TO CLIENT	CB	12/08/20	JM

LOT : RANFORD STATION
SUBURB : CANNING VALE
AUTHORITY : CITY OF CANNING
C/T :

CLIENT : NEWEST ALLIANCE
SURVEYED ON : 12/08/20
SURVEYOR : VARIOUS
DRAFTER : CB

BUILDERS / CLIENTS: SITE SURVEY only. The information shown on this plan is current at the time of survey. Verify boundary information, easements etc. from the Certificate of Title, Plan / Diagram or a Boundary Repeg. Boundary position approximate only. Location of boundary pegs or fences in relation to the boundary lines are not guaranteed. Sewer / water may vary from schematic presentation, clearances to be checked on site. Confirm service information with relevant Authorities. Refer to "Dial Before You Dig" for underground service confirmation. Consult Land Surveys on any anomaly before design and construction.

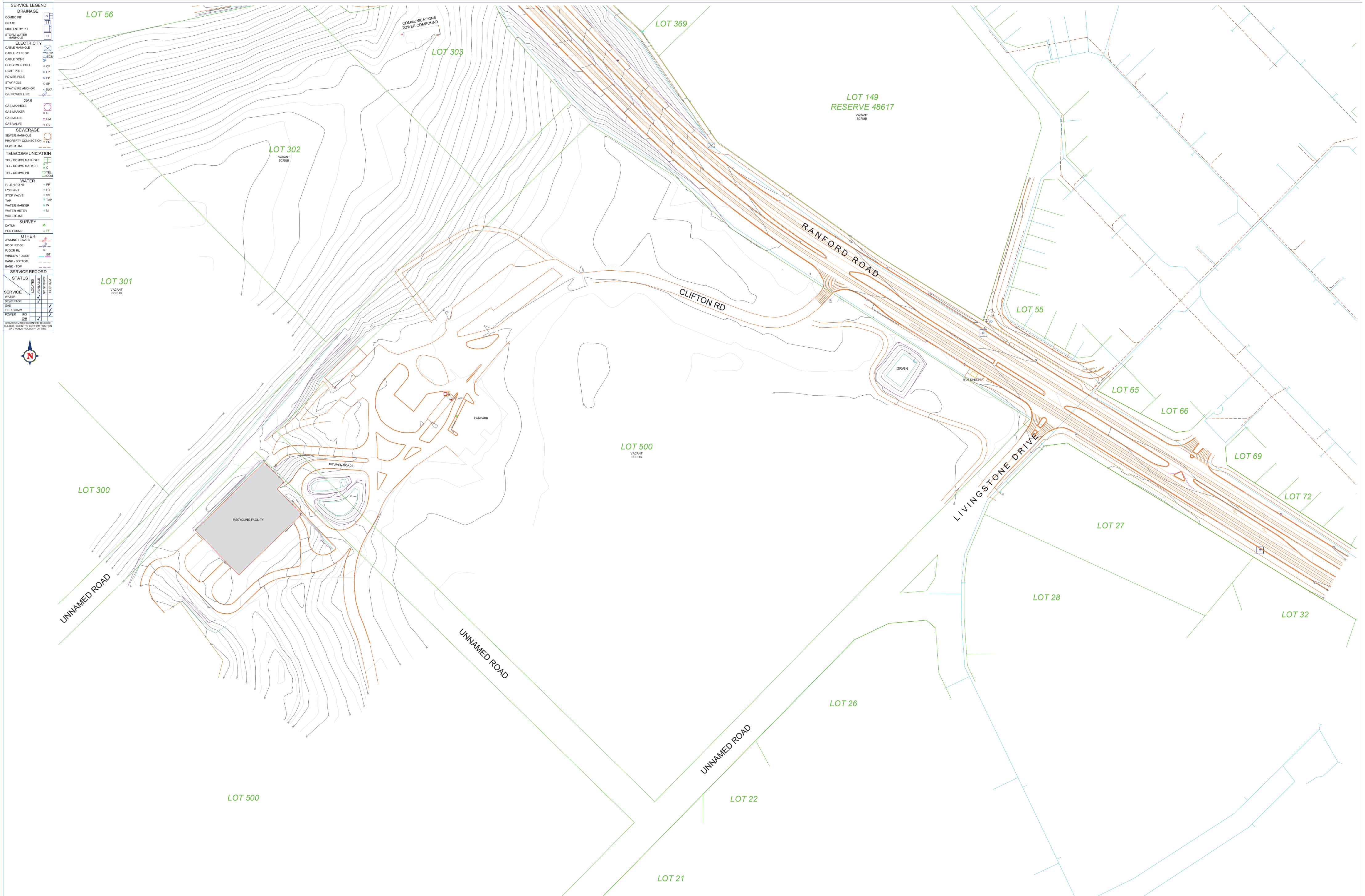
Land Surveys
19 Brennan Way
BELMONT WA 6104
Telephone (08) 9477 4477
Fax (08) 9477 4499
admin@landsurveys.net.au

SCALE : 1:800 @ A0 Landscape

JOB No : 2000563 - PLAN: FS - DRG: 006 - REV. A
SHEET 1 OF 2

C:\Users\cbilson\Land Surveys\NEWest Alliance TCL & YRE - Documents\07 Drafting\073 Feature\0731 Feature Plans\Ranford Station\1000563-FS-006-A Ranford Station.dwg

LS F 220



NOTE:
AHD LEVEL DERIVED FROM LOCAL SITE CONTROL.

NOTE:
PLAN PRODUCED FOR DEVELOPMENT APPROVAL PURPOSES ONLY
NOT INTENDED FOR DESIGN.

WARNING!
BOUNDARY RE-ESTABLISHMENT SURVEY REQUIRED TO CONFIRM LOT BOUNDARY POSITION AND DIMENSIONS.

BOUNDARY INFORMATION SOURCED FROM WATER CORP.

REV	DESCRIPTION	DRN	DATE	APP
A	ISSUED TO CLIENT	CB	12/08/20	JM

LOT : RANFORD STATION
SUBURB : CANNING VALE
AUTHORITY : CITY OF CANNING
C/T :

BUILDERS / CLIENTS: SITE SURVEY only. The information shown on this plan is current at the time of survey. Verify boundary information, easements etc. from the Certificate of Title, Plan / Diagram or a Boundary Repeg. Boundary position approximate only. Location of boundary pegs or fences in relation to the boundary lines are not guaranteed. Sewer / water may vary from schematic presentation, clearances to be checked on site. Confirm service information with relevant Authorities. Refer to "Dial Before You Dig" for underground service confirmation. Consult Land Surveys on any anomaly before design and construction.

SCALE : 1:800 @ A0 Landscape

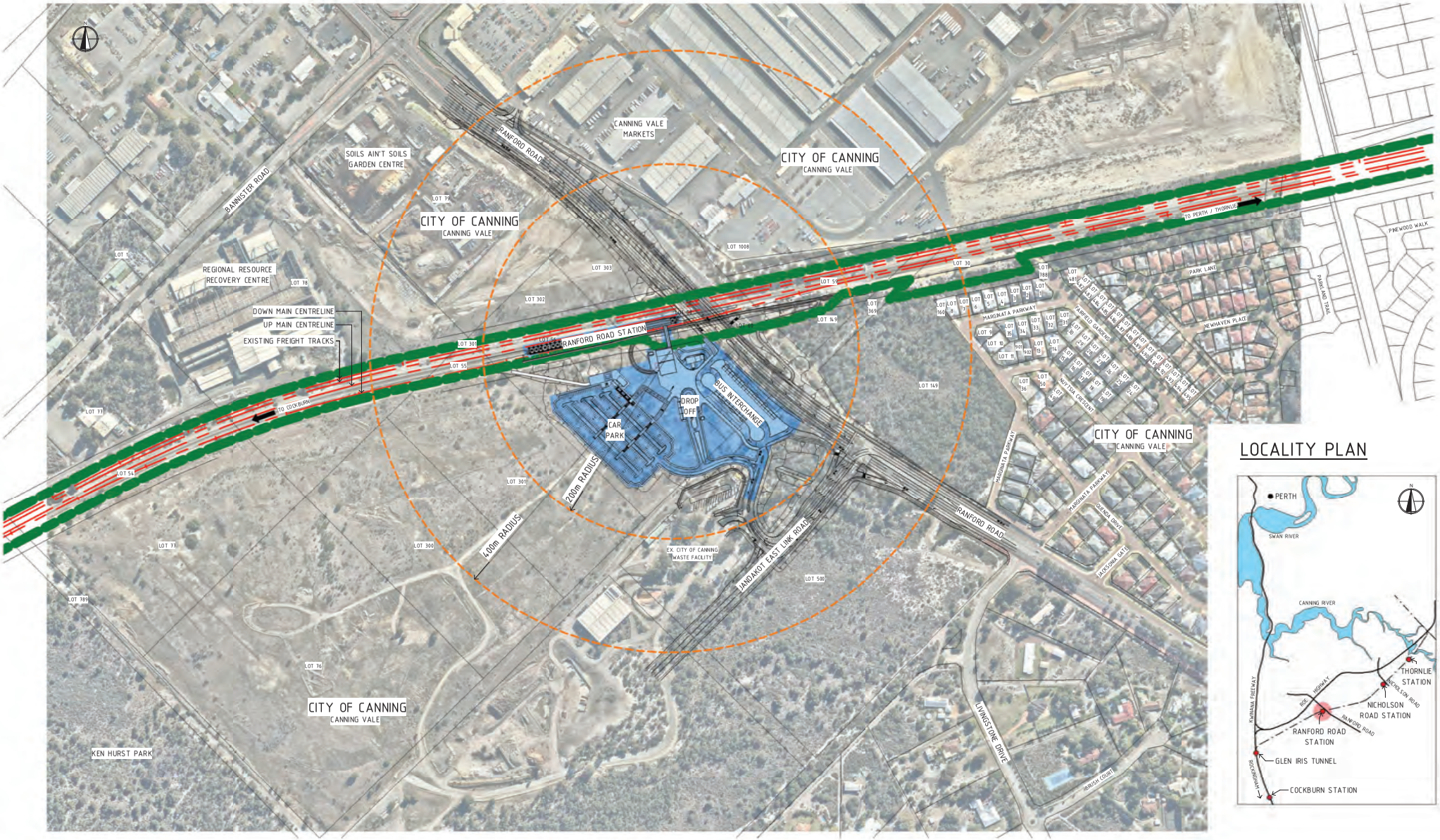
CLIENT : NEWEST ALLIANCE
SURVEYED ON : 12/08/20
SURVEYOR : VARIOUS
DRAFTER : CB

Land Surveys
19 Brennan Way
BELMONT WA 6104
Telephone (08) 9477 4477
Fax (08) 9477 4499
admin@landsurveys.net.au

JOB No : 2000563 - PLAN: FS - DRG: 006 - REV. A SHEET 2 OF 2

C:\Users\cbilson\Land Surveys\NEWest Alliance TCL & YRE - Documents\07 Drafting\073 Feature\0731 Feature Plans\Ranford Station\1000563-FS-006-A Ranford Station.dwg

LS F 220



LOCALITY PLAN

SITE ANALYSIS & CONTEXT PLAN OVERALL LAYOUT

Scale: 1 : 2500

LEGEND

- EXISTING CADASTRAL BOUNDARIES
- RAILWAYS RESERVE BOUNDARY
- PROPOSED RANFORD ROAD STATION
- THORNLIE TO COCKBURN RAIL

DETAILED DESIGN

REV	DATE	AMENDMENT	DSN	DRN	CHKD	APP

ORIG SIZE A1 — 0 10 20 30 40 50 100mm — AT ORIGINAL PLOT SIZE

NEWest Alliance

TCY-CAP-TSC-AR-DRG-SK001

REFERENCES

SCALE : As indicated (@ A1)

DATUM : HORIZONTAL: VERTICAL:

PTA ACCEPTANCE STAMP

DESIGNED Designer
DRAWN Author
CHECKED Checker
APPROVED FOR ISSUE

EXECUTIVE DIRECTOR PTA Division / External Company
DATE

Government of Western Australia Public Transport Authority

THORNLIE COCKBURN LINK

RANFORD ROAD STATION
SITE ANALYSIS & CONTEXT PLAN OVERALL LAYOUT

PTA Drawing No:

REV:

CAD DRAWING PATHNAME BIM 360://Metronet - TCY/TCY-CAP-TSC-AR-MOD-0001_RANFORD STATION.rvt

CAP_ARCHITECTURAL SHEET LIST	
Sheet Number	Sheet Name
TCY-CAP-TSC-AR-DRG-0001	COVER PAGE & PROJECT DRAWING LIST
TCY-CAP-TSC-AR-DRG-0003	LOCATION & LIMIT OF WORKS PLAN
TCY-CAP-TSC-AR-DRG-0004	OVERALL SITE PLAN
TCY-CAP-TSC-AR-DRG-0006	PART SITE PLAN (SHEET 1 OF 5)
TCY-CAP-TSC-AR-DRG-0007	PART SITE PLAN (SHEET 2 OF 5)
TCY-CAP-TSC-AR-DRG-0008	PART SITE PLAN (SHEET 3 OF 5)
TCY-CAP-TSC-AR-DRG-0009	PART SITE PLAN (SHEET 4 OF 5)
TCY-CAP-TSC-AR-DRG-0010	PART SITE PLAN (SHEET 5 OF 5)
TCY-CAP-TSC-AR-DRG-1000	PLATFORM PLAN
TCY-CAP-TSC-AR-DRG-1001	PART PLATFORM PLAN (SHEET 1 OF 3)
TCY-CAP-TSC-AR-DRG-1002	PART PLATFORM PLAN (SHEET 2 OF 3)
TCY-CAP-TSC-AR-DRG-1003	PART PLATFORM PLAN (SHEET 3 OF 3)
TCY-CAP-TSC-AR-DRG-1007	CONCOURSE & OVERPASS PLAN
TCY-CAP-TSC-AR-DRG-1011	ENTRY BUILDING FLOOR PLANS
TCY-CAP-TSC-AR-DRG-1012	BUS INTERCHANGE & SHELTER LAYOUT PLAN - CENTRAL
TCY-CAP-TSC-AR-DRG-1013	BUS INTERCHANGE & SHELTER LAYOUT PLAN - EASTERN
TCY-CAP-TSC-AR-DRG-1014	STATION ENTRY FORECOURT & EXTERNAL SHELTERS - LAYOUT PLANS
TCY-CAP-TSC-AR-DRG-1100	REFLECTED CEILING PLAN - PLATFORM
TCY-CAP-TSC-AR-DRG-1101	REFLECTED CEILING PLAN - CONCOURSE
TCY-CAP-TSC-AR-DRG-1102	REFLECTED CEILING PLAN - ENTRY BUILDING
TCY-CAP-TSC-AR-DRG-1103	REFLECTED CEILING PLAN - BUS INTERCHANGE
TCY-CAP-TSC-AR-DRG-1200	ROOF PLAN - PLATFORM, CONCOURSE & OVERPASS
TCY-CAP-TSC-AR-DRG-1201	ROOF PLAN - ENTRY BUILDING
TCY-CAP-TSC-AR-DRG-1202	ROOF PLAN - BUS INTERCHANGE
TCY-CAP-TSC-AR-DRG-2002	ELEVATIONS - STATION BUILDING (SHEET 1 OF 2)
TCY-CAP-TSC-AR-DRG-2003	ELEVATIONS - STATION BUILDING (SHEET 2 OF 2)
TCY-CAP-TSC-AR-DRG-2005	ELEVATIONS - ENTRY BUILDING
TCY-CAP-TSC-AR-DRG-2009	ELEVATIONS - BUS INTERCHANGE SHELTERS
TCY-CAP-TSC-AR-DRG-3000	SECTIONS - STATION BUILDING
TCY-CAP-TSC-AR-DRG-3001	SECTIONS - STATION BUILDING
TCY-CAP-TSC-AR-DRG-3002	SECTIONS - STATION BUILDING
TCY-CAP-TSC-AR-DRG-3005	SECTIONS - ENTRY BUILDING
TCY-CAP-TSC-AR-DRG-4000	STAIR 1 - STATION BUILDING
TCY-CAP-TSC-AR-DRG-4002	STAIR - EAST PLATFORM END
TCY-CAP-TSC-AR-DRG-4003	STAIR - WEST PLATFORM END

CAP_ARCHITECTURAL SHEET LIST	
Sheet Number	Sheet Name
TCY-CAP-TSC-AR-DRG-4004	STAIR - PLATFORM END STAIR DETAILS
TCY-CAP-TSC-AR-DRG-4005	LIFT 1 & 2 - STATION BUILDING (SHEET 1 OF 5)
TCY-CAP-TSC-AR-DRG-4006	LIFT 1 & 2 - STATION BUILDING (SHEET 2 OF 5)
TCY-CAP-TSC-AR-DRG-4007	LIFT 1 & 2 - STATION BUILDING (SHEET 3 OF 5)
TCY-CAP-TSC-AR-DRG-4008	LIFT 1 & 2 - STATION BUILDING (SHEET 4 OF 5)
TCY-CAP-TSC-AR-DRG-4009	LIFT 1 & 2 - STATION BUILDING (SHEET 5 OF 5)
TCY-CAP-TSC-AR-DRG-4010	LIFTS - STANDARD DETAILS
TCY-CAP-TSC-AR-DRG-4011	LIFTS - STANDARD DETAILS
TCY-CAP-TSC-AR-DRG-5000	CONSTRUCTION DETAILS - STATION BUILDING (SHEET 1 OF 5)
TCY-CAP-TSC-AR-DRG-5001	CONSTRUCTION DETAILS - STATION BUILDING (SHEET 2 OF 5)
TCY-CAP-TSC-AR-DRG-5004	CONSTRUCTION DETAILS - STATION BUILDING (SHEET 5 OF 5)
TCY-CAP-TSC-AR-DRG-5005	PLATFORM WEATHER SCREENING DETAILS
TCY-CAP-TSC-AR-DRG-5006	PLATFORM SEATING SCREEN & HOSECOCK BOX DETAIL
TCY-CAP-TSC-AR-DRG-5017	CONSTRUCTION DETAILS - BUS INTERCHANGE (SHEET 1 OF 2)
TCY-CAP-TSC-AR-DRG-5018	CONSTRUCTION DETAILS - BUS INTERCHANGE (SHEET 2 OF 2)
TCY-CAP-TSC-AR-DRG-6000	ROOM LAYOUTS - STATION BUILDING (SHEET 1 OF 2)
TCY-CAP-TSC-AR-DRG-6001	ROOM LAYOUTS - STATION BUILDING (SHEET 2 OF 2)
TCY-CAP-TSC-AR-DRG-6003	ROOM LAYOUTS - ENTRY BUILDING (SHEET 1 OF 2)
TCY-CAP-TSC-AR-DRG-6004	ROOM LAYOUTS - ENTRY BUILDING (SHEET 2 OF 2)
TCY-CAP-TSC-AR-DRG-7002	DOOR & GATE SCHEDULE
TCY-CAP-TSC-AR-DRG-7004	DOOR DETAILS (SHEET 1 OF 2)
TCY-CAP-TSC-AR-DRG-7005	DOOR DETAILS (SHEET 2 OF 2)
TCY-CAP-TSC-AR-DRG-8505	EXTERNAL WORKS - PAVING DETAILS
TCY-CAP-TSC-AR-DRG-8507	EXTERNAL WORKS - BIN STORE
TCY-CAP-TSC-AR-DRG-8511	EXTERNAL WORKS - CARPARK TICKET MACHINE DETAILS
TCY-CAP-TSC-AR-DRG-8513	STANDARD DETAILS - STAINLESS STEEL SEATING
TCY-CAP-TSC-AR-DRG-8514	STANDARD DETAILS - STAINLESS STEEL BINS
TCY-CAP-TSC-AR-DRG-8515	STANDARD DETAILS - BICYCLE U-RAILS
TCY-CAP-TSC-AR-DRG-9000	COMMUNICATIONS & ELECTRICAL ROOM PLANS
TCY-CAP-TSC-AR-DRG-9001	COMMUNICATIONS & ELECTRICAL ROOM ELEVATIONS
TCY-CAP-TSC-AR-DRG-9002	COMMUNICATIONS & ELECTRICAL ROOM DETAILS
TCY-CAP-TSC-AR-DRG-9003	LOBBY COMMS ROOM DETAILS (SHEET 1 OF 2)
TCY-CAP-TSC-AR-DRG-9004	LOBBY COMMS ROOM DETAILS (SHEET 2 OF 2)
TCY-CAP-TSC-AR-DRG-9010	TYPICAL PLATFORM PAVING & TILING DETAILS
TCY-CAP-TSC-AR-DRG-9011	GENERAL TILING / PAVING DETAILS PLATFORM

TOTAL SHEETS: 70

Government of Western Australia
Public Transport Authority

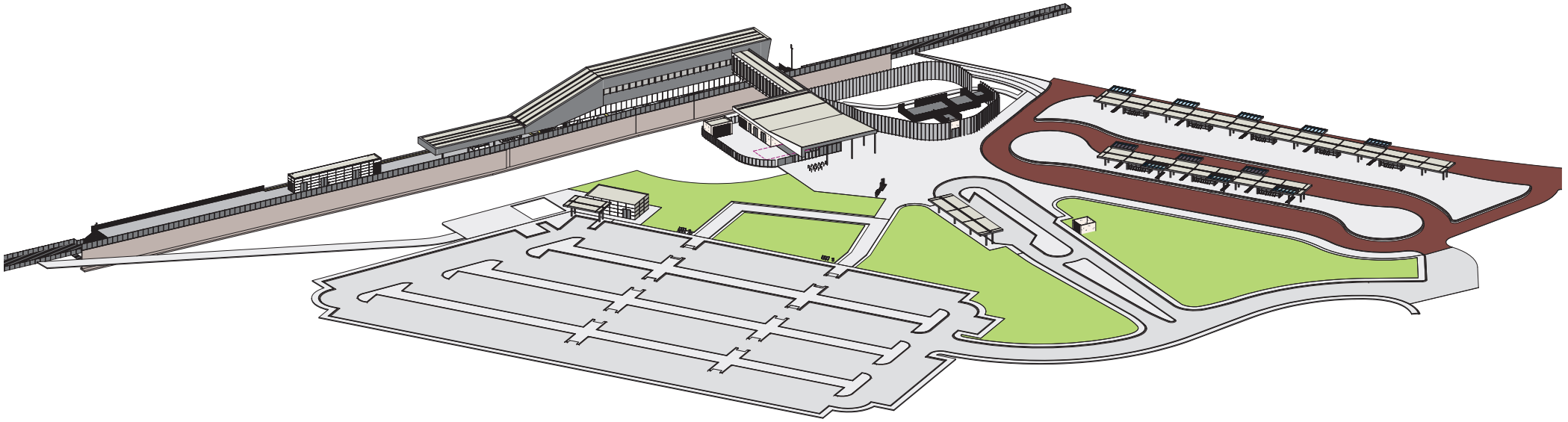
RANFORD ROAD STATION
TCL-006A

GENERAL NOTES

1. CONTRACTOR TO CONFIRM ALL RELEVANT DIMENSIONS, LEVELS AND DETAILS ON SITE PRIOR TO COMMENCEMENT OF WORK. REPORT ALL DISCREPANCIES BETWEEN THE CONTRACT DOCUMENTATION AND THE SITE CONDITIONS TO THE SUPERINTENDENT PRIOR TO THE COMMENCEMENT OF WORKS.
2. DO NOT SCALE THIS DRAWING.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE (UNO).
4. THIS DRAWING TO BE READ IN CONJUNCTION WITH THE WRITTEN PROJECT SPECIFICATION AND ALL OTHER CONTRACT DOCUMENTS.
5. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS DRAWINGS AND DOCUMENTATION.
6. ALL DRAWINGS ARE TO BE PRINTED IN COLOUR.
7. WE ASSUME NO LIABILITY IN CONNECTION WITH THE SUPPLY OR TRANSFER OF THIS DRAWING OR DRAWINGS DATA BY ELECTRONIC MEANS OR ANY USE OF IT BY THE CLIENT, CONTRACTOR OR OTHERS OR ANY THIRD PARTIES THAT WE WOULD NOT HAVE INCURRED IF THE DATA HAD BEEN TRANSFERRED IN FORM OF DOCUMENTS ON PAPER (HARDCOPY DRAWING SHEETS).
8. INFORMATION ON 2D HARDCOPY DRAWINGS SHALL TAKE PRECEDENCE OVER ANY DATA CONTAINED IN THE BIM MODEL OR ELECTRONIC FORMAT DRAWING FILES.

REQUIREMENT TO DESTROY RECORDS

RECEIPT AND ANY USE OF THIS DRAWING OR DOCUMENT IS ENTIRELY CONDITIONAL ON THE REQUIREMENT THAT THIS DRAWING OR DOCUMENT SHALL ONLY BE USED FOR THE PURPOSES OF THE RECIPIENT PERFORMING ITS OBLIGATIONS UNDER ITS WORKS CONTRACT(S) FOR THIS PROJECT AND WHEN NO LONGER NEEDED FOR THIS PURPOSE, SUBJECT TO ANY LEGAL REQUIREMENT IN RELATION TO THE RETENTION OF RECORDS, THE RECIPIENT SHALL IMMEDIATELY STOP USING THIS DRAWING OR DOCUMENT AND EITHER RETURN (DELIVER) THIS DRAWING, DOCUMENT ASSOCIATED CORRESPONDENCE AND ANY OTHER TANGIBLE AND INTANGIBLE RECORDS AND RELATED DATA IN THE RECIPIENT'S POSSESSION TO THE CONTRACTOR/CAMPS OR DESTROY OR PERMANENTLY DEIDENTIFY SAME (ALL AT THE CONTRACTOR/CAMPS DISCRETION AND THE RECIPIENT'S COST) AND REQUIRE SAME FROM ANY OTHER PERSON OR PARTY THAT THE RECIPIENT HAS GIVEN ACCESS TO THESE RECORDS.



PRELIMINARY

DETAILED DESIGN

REV	DATE	AMENDMENT	DSN	DRN	CHKD	APP
A	06.07.20	15% DESIGN ISSUE	MG	KP	AA	
A1	07.05.20	REFERENCE DESIGN ISSUE	MG	FC	AA	

ORIG SIZE A1 — 0 10 20 30 40 50 100mm — AT ORIGINAL PLOT SIZE

NEWest Alliance

TCY-CAP-TSC-AR-DRG-0001

REFERENCES

SCALE : NTS (@ A1)

DATUM : HORIZONTAL: PCG20 VERTICAL: AHD71

PTA ACCEPTANCE STAMP

DESIGNED M.GIBBINS
DRAWN F.CHAN
CHECKED A.AINSWORTH
APPROVED FOR ISSUE
EXECUTIVE DIRECTOR PTA Division / External Company
DATE

Government of Western Australia Public Transport Authority

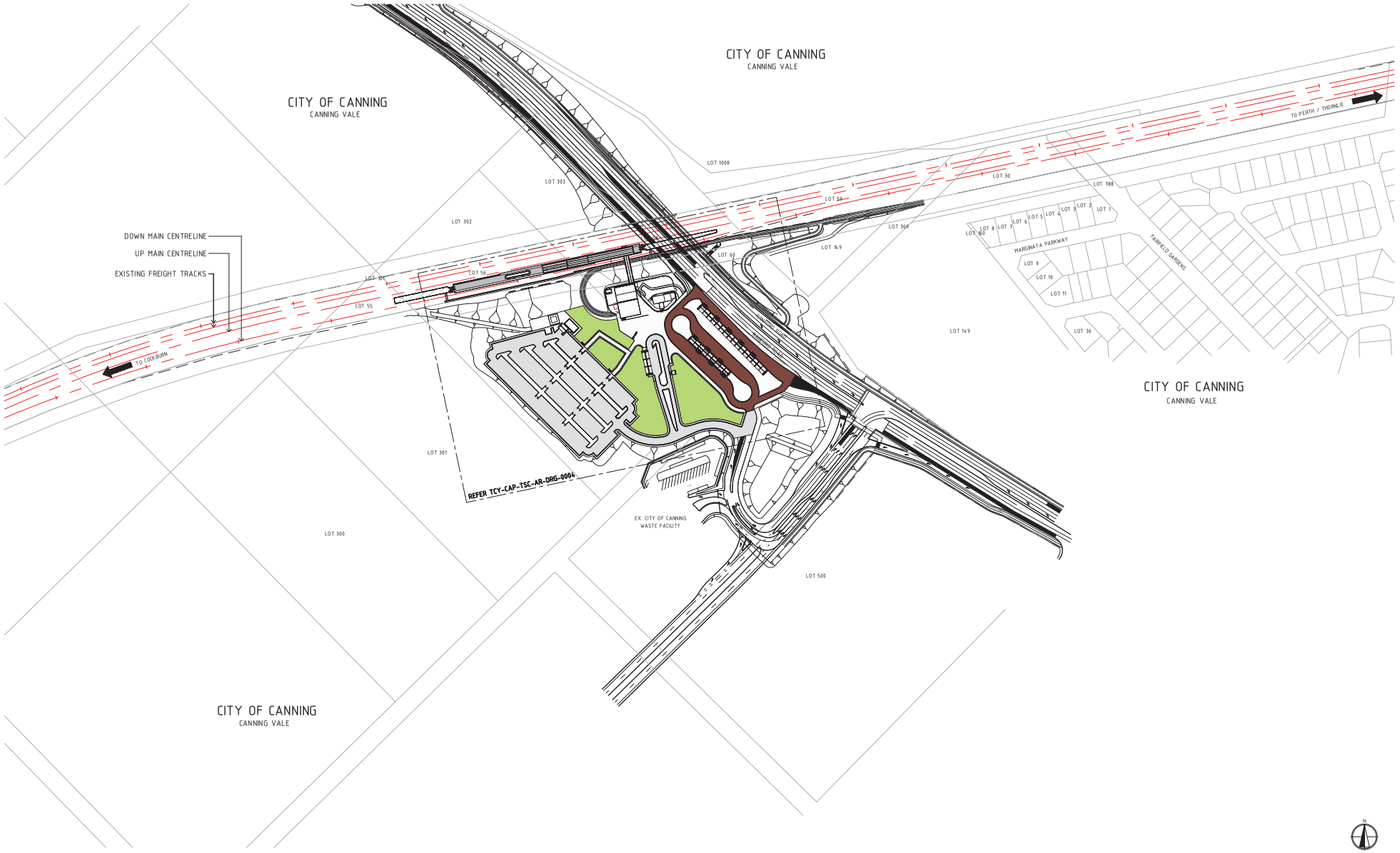
THORNLIE COCKBURN LINK

RANFORD ROAD STATION
COVER PAGE & PROJECT DRAWING LIST

PTA Drawing No: REV: A

CAD DRAWING PATHNAME BIM 360://Metronet - TCY/TCY-CAP-TSC-AR-MOD-0001_RANFORD STATION.rvt

NOTE: REFER TCY-CAP-TSC-AR-DRG-0001 FOR GENERAL NOTES & REQUIREMENT TO DESTROY RECORDS



LOCATION / LIMIT OF WORKS PLAN
Scale: 1 : 2000

PRELIMINARY

DETAILED DESIGN

REV	DATE	AMENDMENT	DSN	DRN	CHKD	APP
A	06.07.20	15% DESIGN ISSUE	MG	KP	AA	

ORIG SIZE A1

0 10 20 30 40 50 100mm
AT ORIGINAL PLOT SIZE

NEWest Alliance

TCY-CAP-TSC-AR-DRG-0003

REFERENCES

SCALE : 1 : 2000 (@ A1)

DATUM : HORIZONTAL: VERTICAL:

PTA ACCEPTANCE STAMP

DESIGNED M.GIBBINS
DRAWN F.CHAN
CHECKED A.AINSWORTH
APPROVED FOR ISSUE
EXECUTIVE DIRECTOR PTA Division / External Company
DATE

Government of Western Australia Public Transport Authority

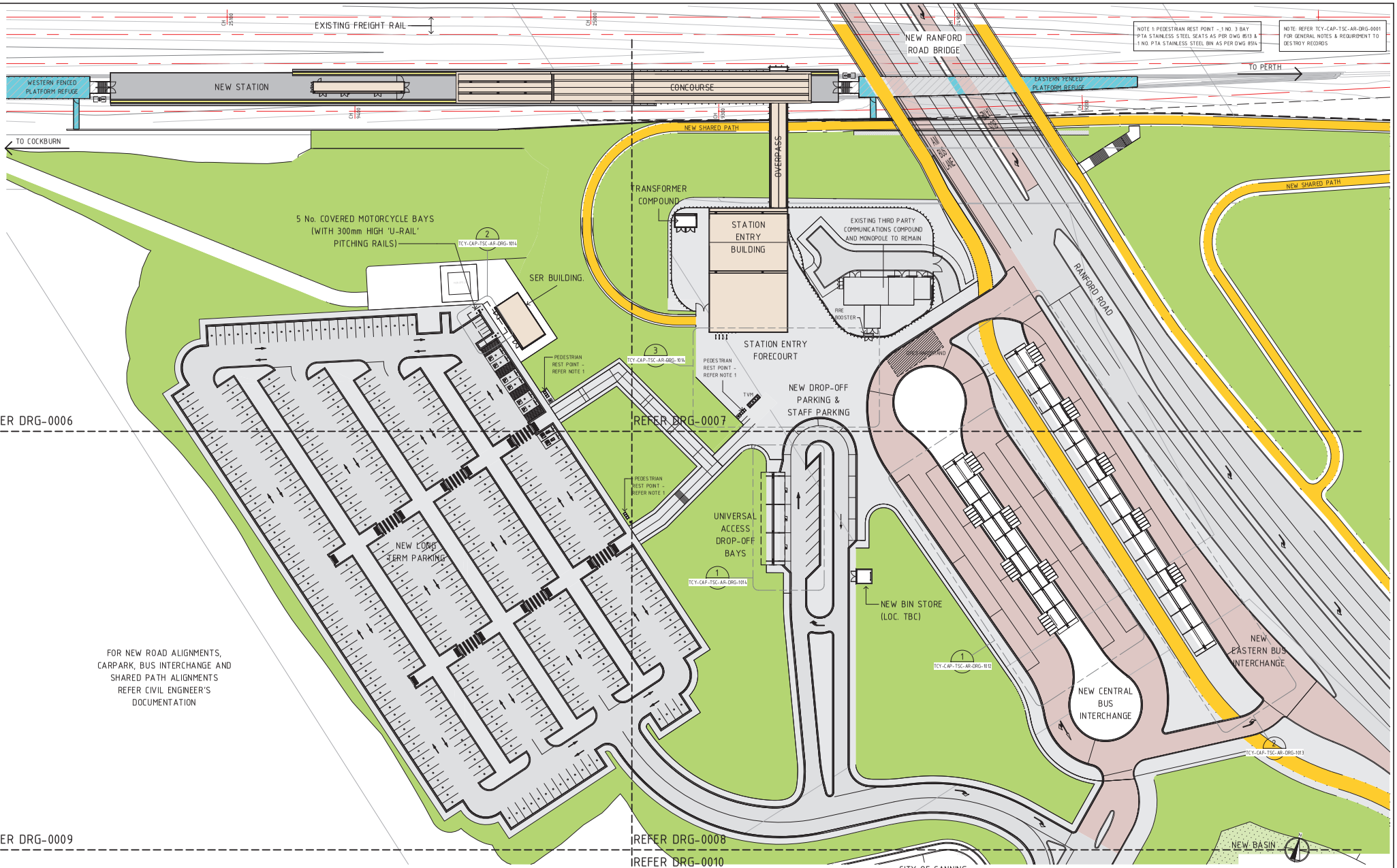
THORNLIE COCKBURN LINK

RANFORD ROAD STATION
LOCATION & LIMIT OF WORKS PLAN

PTA Drawing No:

REV: A

CAD DRAWING PATHNAME BIM 360://Metronet - TCY/TCY-CAP-TSC-AR-MOD-0001_RANFORD STATION.rvt



SITE PLAN
Scale: 1 : 500

PRELIMINARY

DETAILED DESIGN

REV	DATE	AMENDMENT	DSN	DRN	CHKD	APP
A	06.07.20	15% DESIGN ISSUE	MG	KP	AA	
A1	07.05.20	REFERENCE DESIGN ISSUE	MG	FC	AA	

ORIG SIZE A1 — 0 10 20 30 40 50 100mm — AT ORIGINAL PLOT SIZE

NEWest Alliance

TCY-CAP-TSC-AR-DRG-0004

REFERENCES

SCALE : 1 : 500 (@ A1)

DATUM : HORIZONTAL: PCG20 VERTICAL: AHD71

PTA ACCEPTANCE STAMP

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DRAWN F.CHAN
CHECKED A.AINSWORTH
APPROVED FOR ISSUE
EXECUTIVE DIRECTOR PTA Division / External Company
DATE

Government of Western Australia Public Transport Authority

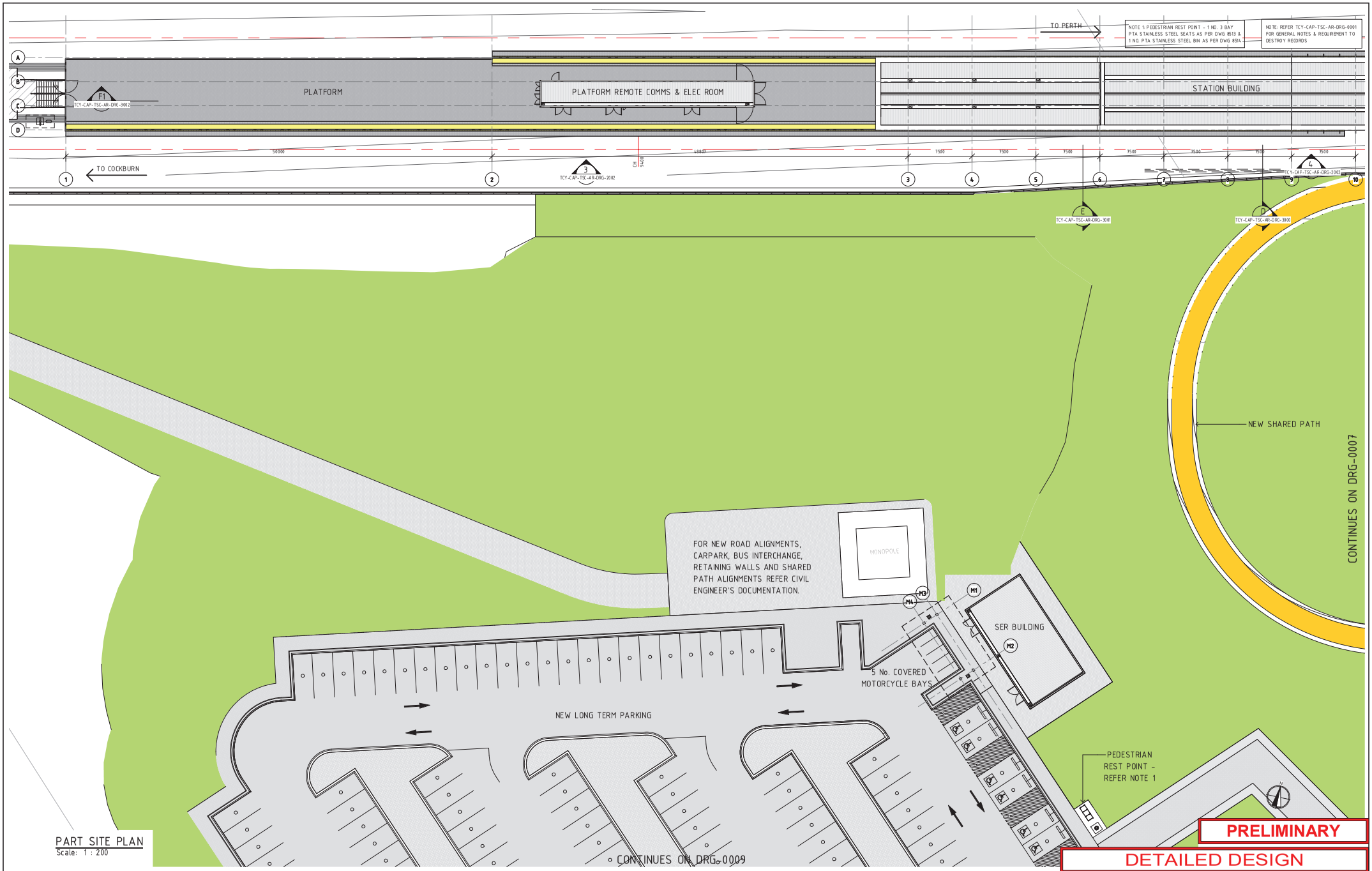
THORNLIE COCKBURN LINK

RANFORD ROAD STATION
OVERALL SITE PLAN

PTA Drawing No:

REV: A

CAD DRAWING PATHNAME BIM 360://Metronet - TCY/TCY-CAP-TSC-AR-MOD-0001_RANFORD STATION.rvt



REV	DATE	AMENDMENT	DSN	DRN	CHKD	APP
A	06.07.20	15% DESIGN ISSUE	MG	KP	AA	
A1	07.05.20	REFERENCE DESIGN ISSUE	MG	FC	AA	

ORIG SIZE A1

0 10 20 30 40 50 100mm
AT ORIGINAL PLOT SIZE

NEWest Alliance

TCY-CAP-TSC-AR-DRG-0006

REFERENCES

SCALE : 1 : 200 (@ A1)

DATUM :
HORIZONTAL: PCG20
VERTICAL: AHD71

PTA ACCEPTANCE STAMP

DESIGNED M.GIBBINS
DRAWN F.CHAN
CHECKED A.AINSWORTH
APPROVED FOR ISSUE

EXECUTIVE DIRECTOR
PTA Division / External Company
DATE

Government of Western Australia Public Transport Authority

THORNLIE COCKBURN LINK

RANFORD ROAD STATION
PART SITE PLAN (SHEET 1 OF 5)

PTA Drawing No:

REV: A

CAD DRAWING PATHNAME BIM 360://Metronet - TCY/TCY-CAP-TSC-AR-MOD-0001_RANFORD STATION.rvt