METRONET Stage 1: Morley-Ellenbrook Line

Morley Station Development Approval Report

MEL–MLCX–AR–PER-00005

Rev	Date	Purpose of Issue	Prepared	Reviewed	Approved
B	13 May 2022	Issued for MELconnx/Public Transport Authority	David Congdon, Rebecca Travaglione (Urbis)	Ray Haeren	

Document Details	
Project	METRONET Stage1: Morley-Ellenbrook Line
Client	Public Transport Authority
PTA Contract Number	PTA200001
Urbis Project Code	P0020387

Document revision history

Rev	Date	Purpose of Issue	Sections revised	Reason for updates
A	4 April 2022	Issued for MELconnx/Public Transport Authority		
B	13 May 2022	Final issued for MELconnx/Public Transport Authority		PTA feedback

Table of Contents

Tables

Acronyms

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

1. Executive Summary

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

Morley Station will be located approximately eight kilometres north-east of Perth, within the Tonkin Highway median and will provide public transport access from the surrounding areas. It will be the first station on the MEL line, which extends from Bayswater Station, and will service the established residential suburbs of Morley, Embleton, and Bayswater.

Once operating, Morley Station is expected to reduce travel times for passengers, providing a journey time of 15 minutes from the station to the Perth CBD. Morley Station will provide efficient transport links to the Morley Galleria, surrounding businesses and local communities through high-frequency and local-feeder bus services.

Morley Station is located within the Tonkin Highway median and features an elevated concourse to the south of the proposed Broun Avenue Bus Interchange Bridge that provides access to the at grade platform via stairs and a lift (with provision for a future lift). It also includes a secondary access point to the north of Broun Avenue that also provides access to the at-grade platform via stairs and a lift.

A multi-storey carpark is located to the west of Tonkin Highway and south of Broun Avenue. Access from the carpark to the station is provided via an elevated walkway from the upper level of the car park to the Broun Avenue Bus Interchange.

The station will comprise of the following:

- Station building with typical station amenities. The Station building provides two entry buildings providing access from both the north and south of Broun Avenue Bridge, forming two unpaid concourse areas of the station. The southern unpaid concourse area includes public service facilities, passenger ticketing/information facilities, station administration/office facilities, fire indicator panel, kiosk and associated stores.
- One island platform (accessed above grade from Station Entry Buildings on Broun Avenue Bridge (north) and Bus Interchange (south)).
- A 12 stand bus interchange.
- A four storey 395 bay Multi-Storey Car Park (MSCP) facility located to the west of Tonkin Highway along the eastern boundary of Wotton Reserve.
- A 5 bay kiss ‘n’ ride (KnR) facility located directly north of the MSCP and co-located with station access and vertical transport elements.
- Secure bicycle storage shelter for 72 bicycles U-rail bicycle stands within proximity of the Patio welcome area (adjacent to the MSCP) and within the bus interchange within close proximity of the Station Entry Building.
- Shared paths tying into the Tonkin Highway PSP and Wotton Reserve shared path providing pedestrian and cycle access to the MSCP at its northern end, adjacent to the KnR, Bike Store and elevator core.
- A Welcome Place Patio located immediately north of the MSCP, providing a meeting place where people can congregate or dwell before proceeding on their journeys. This area is to be developed with high quality landscaping and public artwork.

Connectivity for pedestrians accessing and departing the station has been prioritised with efficient connections, clear sight lines and sheltered walkways. Passenger toilets, seating and universal access considerations also ensure comfort and convenience.

A key objective in the station design is to apply principles which support a future town station precinct, encourage non-private vehicle use for connecting trips, and deliver an appropriate interface and opportunities for interaction with the surrounding area. This must be balanced with the pragmatic requirement for long-term car parking given the current urban form and age which will see a level of car dependence in the short to medium term. This parking is designed and provided in a way that is safe and does not unduly impact the long-term placemaking opportunities. To strike an appropriate balance between these competing objectives, the following infrastructure hierarchy has been specifically applied to the station design:

- Pedestrian desire lines and accessibility have been key drivers in the station design. This is demonstrated through the direct pedestrian connections between the Station Building, Station Entry Building, MSCP and Broun Avenue bridge, as well as provision of Principal Shared Paths tying into the Tonkin Highway PSP and Wotton Reserve shared path network.
- Bus service convenience, with the bus interchange being located immediately above the station. This bus interchange connects passengers to the station, with a continuous canopy cover to the station entry building for transferring passengers. This design provides bus patrons with conveniently access to the Station Entry Building, and also avoids potential conflict between pedestrians and buses.
- Drop-off and pick-up area west of the Station Entry Building, which provides for on-demand transport options. This design enables patrons to conveniently access the Station Entry Building and avoids potential conflict between pedestrians and vehicles.
- All day commuter parking is provided to the west of the Station via a Multi Storey Car Park located on the perimeter of Wotton Reserve. A covered walkway extends from the Patio to the northern boundary of the carpark. The parking layout has been configured to prioritise other modes of transport accessing the Station Entry Building. The layout also considers retention and appropriate interface with the existing PSP.

This hierarchy encourages patrons to consider private car alternatives by delivering these as a more convenient mode of transport with a highly positive user experience, as well as removing the impact of large at grade parking from the highest pedestrian area immediately adjoining the station entry building.

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

Acknowledgement of Country

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

2. Project overview

2.1 Morley Ellenbrook Line Background

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

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

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

Key works in the project include the following:

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

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

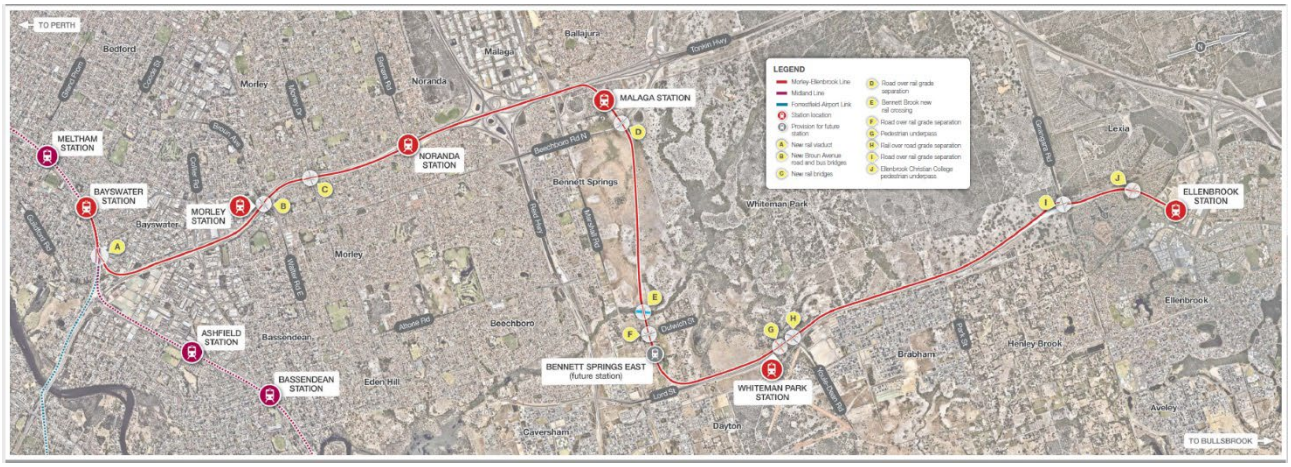


Figure 1-MEL Alignment

Source: METRONET

2.2 Supporting Works Packages

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

1. New Bayswater Station (Evolve Alliance) – New station at Bayswater (to relocate and replace the existing station), including associated turnback infrastructure to allow the MEL to connect to the Midland Line.
2. Tonkin Gap and Associated Works (Tonkin Gap Alliance) – this project is being delivered by Main Roads and includes significant civil and structural works between Bayswater and Malaga, to prepare the Tonkin Highway median for access to/from and construction of the new rail line and stations. The Associated Works will provide rail-enabling works for the METRONET Morley-Ellenbrook Line along Tonkin Highway, including underpasses and dive structures, to enable trains to enter and travel along the median of Tonkin Highway then exit in Malaga. Road and bus bridges will be built at Broun Avenue to provide access to the future Morley Station.
3. Relocation of the skate park and bmx track within Wotton Reserve to enable construction of the Multi Storey Car Park.
4. Main MEL Project Works (MELconnx Consortium) – includes all rail systems and infrastructure from Bayswater, all stations and facilities within the Tonkin Highway median and road reserve, and all works north of Malaga to Ellenbrook

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

2.3 METRONET Scope and Requirements

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

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

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

- Morley Station will be designed as an 'Open Station', with provisions made for the station to be a 'Closed Station' in the future.
- A two-way movement bus interchange with at least 12 active bus bays (10 standard bays and two articulated bays), as well as 6 bus layover bays including two articulated bays. The active bus bays are to be as close as practically possible to the station entry.
- Station platforms, with a minimum length of 150m and designed to suit the operation of six car B and C series rail cars. The station platforms are required to have 70% of the operational platform length under cover providing weather protection to patrons.
- Secure bicycle storage shelter for 72 bicycles U-rail bicycle stands within proximity of the Patio welcome area (adjacent to the MSCP) and within the bus interchange within close proximity of the station entry building.

- Bicycle parking facilities, including a secure bicycle parking shelter not integrated into the station building structure to enable future expansion, and located within 100m of the station entry.
- Landscaping to road reserves, Welcome Place and public open space on PTA controlled land.
- A new multi-storey PTA car park located to the west of Tonkin Highway along the eastern boundary of Wotton Reserve. The multi-storey car park shall incorporate public art with direct access to the Station at level 2 of the carpark via the bus-interchange. Parking facilities shall incorporate long term parking bays, long term accessible car parking bays, long term motorcycle/scooter parking bays, short term parking, accessible short-term parking, drop off bays and accessible drop off bays.
- A minimum of 10 covered motorcycle bays.

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

- The requirement to deliver a multi-modal station with a Station building located within the Tonkin Highway median beneath Broun Avenue with northern and southern Station entry buildings with access at Broun Avenue level.
- A Station building with a split concourse resulting in a Northern Station Entry Building and a Southern Station Entry Building, which includes:
  - passenger tag on and off facilities
  - lift and stair access to the platform
  - public toilet facilities (male toilet, female toilet and unisex accessible toilet)
  - public pay phone
  - staff amenity facilities (crib room, male toilet, female toilet and unisex accessible toilet)
  - public service facilities
  - kiosk
- A station platform of approximately 10 metres wide and 150m in length, accommodating typical station amenities such as seating, tag on and off facilities and information facilities.
- Various measures to ensure high quality landscaping is delivered, including the requirement for landscaping to be designed by a landscape architect.

This SWTC therefore sets the basic building blocks for the delivery of a highly functional and contemporary multi-modal train station. The role of the MELconnx Consortium is to interpret these requirements and apply them to the detailed station design, as proposed through this development application. The station development envelope is also strictly defined by spatial constraints associated with the Tonkin Highway road reserve.

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

3. Site Location and Context

3.1 Lots Subject to this application

The legal details of the land directly affected by works for Morley Station and requiring development approval are detailed in **Table 1** and **Table 2** below. A Cadastre Plan showing the subject site is provided in **Figure 2**.

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

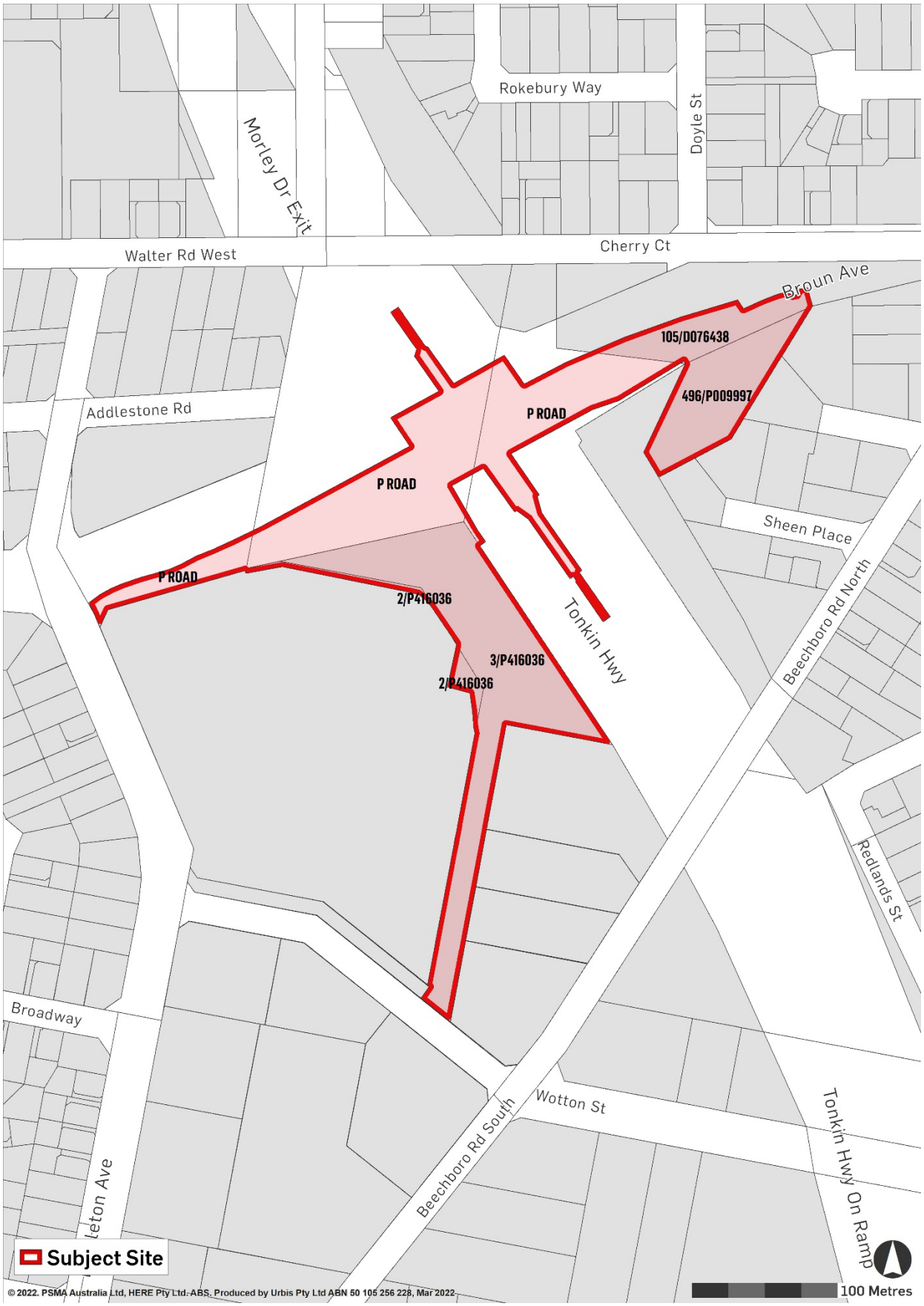
Table 1–Affected Lots

Lot	Plan	Vol/Folio	Proprietor
2	P416036	4004/267	City of Bayswater
3	P416036	4004/268	State of Western Australia (WAPC)
105	D076438	1862/928	State of Western Australia (Main Roads)
496	P009997	1331/802	State of Western Australia (Water Corporation)

Table 2–Affected Road Reserves

Land ID and Road Reserve	Proprietor
Land ID: 4309286 (Tonkin Highway)	State of Western Australia
Land ID: 4309287 (Tonkin Highway)	State of Western Australia
Land ID: 4309290 (Broun Avenue)	State of Western Australia

Figure 2-Cadastre Plan



3.2 Site Context

Morley Station will be situated approximately eight kilometres north-east of the Perth CBD in the City of Bayswater. The Station building is located in the Tonkin Highway median below Broun Avenue. A northern Station Entry is located to the north of Broun Avenue, with a bus interchange and southern Station Entry located to the south of Broun Avenue.

The existing skate park and bmx track located immediately west of Tonkin Highway will be demolished to enable development of a Multi Storey Car Park for station patrons. A new skate park and bmx track will be constructed within Wotton reserve adjacent the access road connecting to Wotton Street, with completion scheduled for late 2022. Further west, Wotton Reserve provides additional recreational grounds including soccer pitches, club house and training facilities.

The established suburb of Morley is located to the north of the Station Building. Morley is also an established residential suburb containing around 8,800 dwellings, community facilities and has a population of approximately 21,500 people. Dwelling structures are predominately single detached houses at an R25 density.

The residential suburb of Embleton is located to the south of the Station Building. Embleton is an established residential suburb containing around 1,100 dwellings, community facilities and has a population of approximately 3,000 people. Dwelling structures are predominately single detached houses at an R25 density.

The Galleria Shopping Centre is located 1.7km (approx.) west of Morley Station and is the largest shopping centre servicing the north-eastern corridor. The Galleria has approximately over 300 speciality retailers and is a major employment hub in the City of Bayswater. Revised plans for the Galleria were approved in 2019 for the shopping centre to expand from 73,365m^2 to 180,235m^2.

An aerial photograph showing the proposed station (in red) and site context is provided in **Figures 3** and **4** and **Table 3**.

Figure 3 –Current Aerial Photo

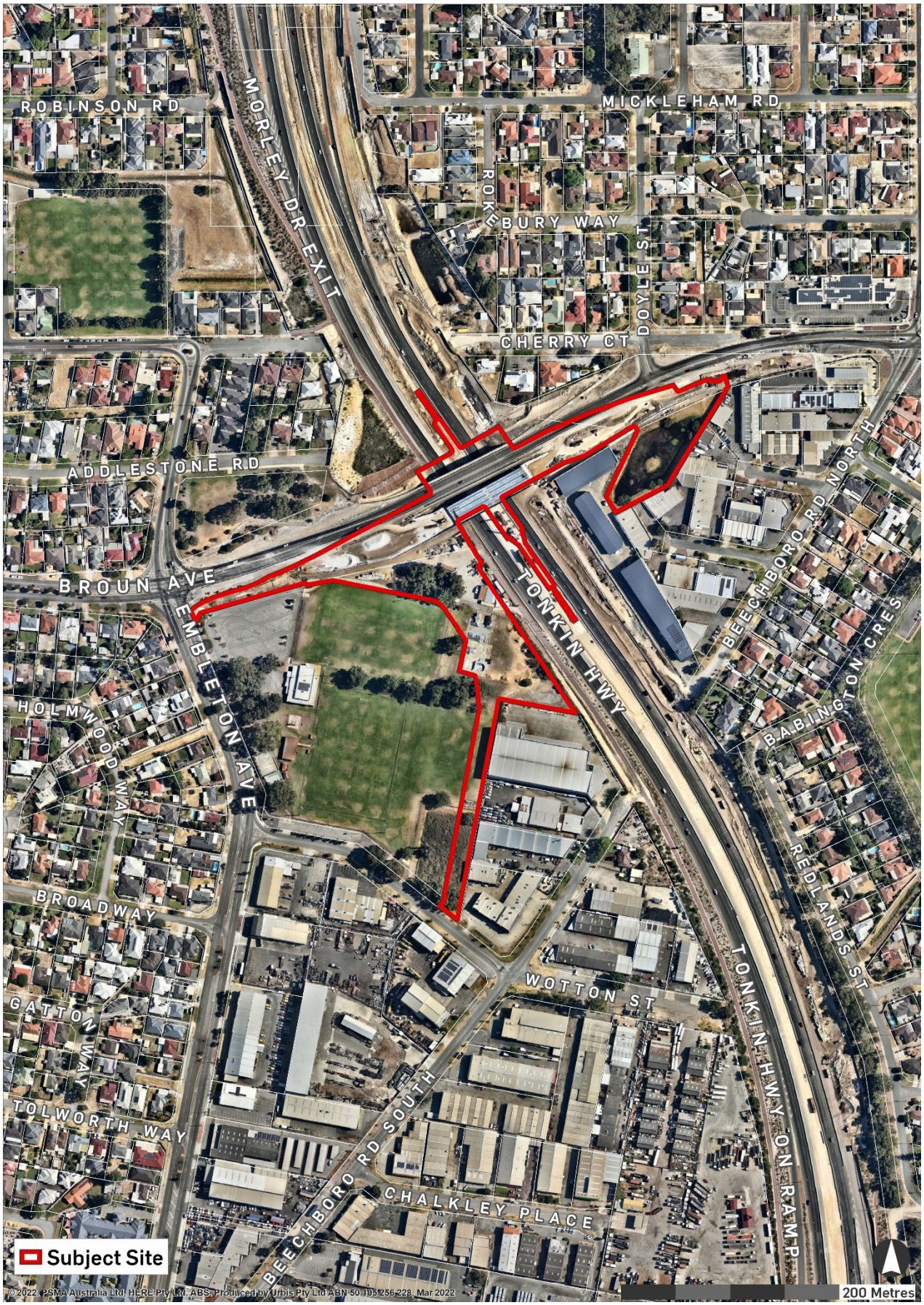
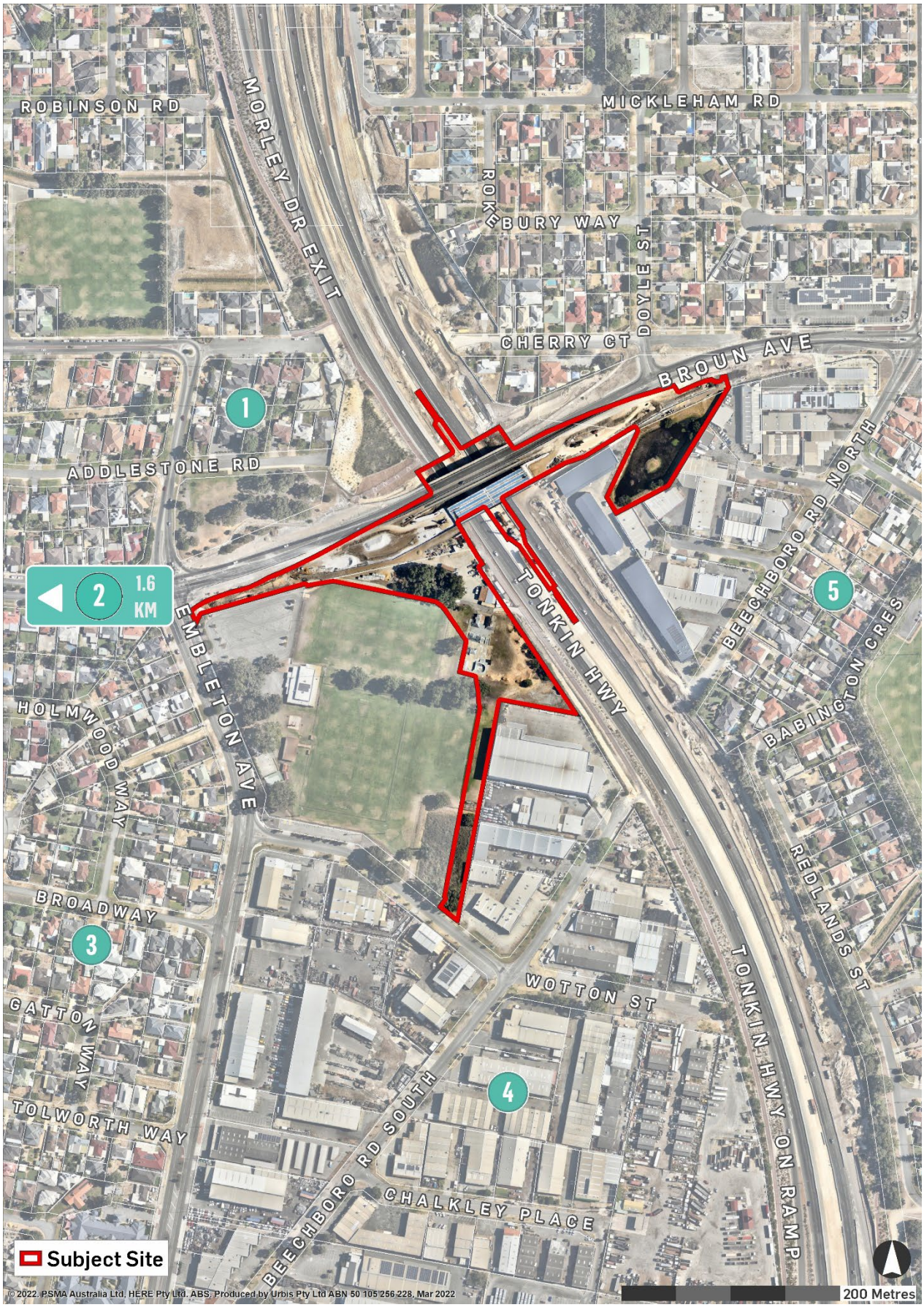


Table 3–Contextual Summary

Contextual Feature	Details
1. Morley	The residential suburb of Morley is located to the north of the Station building with a population of approximately 21,500 people.
2. Galleria Shopping Centre	Morley Galleria Shopping Centre is located 1.6km (approx.) west of Morley Station and is the 5th largest shopping centre is Western Australia. The Centre is in the process of a $350 million redevelopment which will include over 100 new stores, a hotel and residential and is a major employment hub in the north-eastern corridor of Perth.
3. Embleton	The residential suburb of Embleton is located to the south-west of the Station Building with a population of approximately 3,200 people.
4. Bayswater Industrial Precinct	Bayswater industrial precinct is located to the south of the Station building and is a major employment hub adjacent to the Morey Station.
5. Bayswater suburb	The residential suburb of Bayswater is located to the east of the Station Building with a population of approximately 14,500 people.

Figure 4 – Context Plan



3.3 Environmental Considerations

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

Table 4–Summary of Environmental Conditions

Item	Summary
Contamination	The site is not a registered contaminated site.
Acid Sulphate Soils (ASS)	The site and surrounds are identified as moderate to low risk of ASS occurring within 3m of natural soil surface but high to moderate risk of ASS beyond 3m of natural soil surface. Further geotechnical investigations and management will be undertaken as part of the construction management plan.
Aboriginal Heritage	The site does not contain any registered Aboriginal heritage sites.
European Heritage	The site does not contain any registered European heritage structures.

4. Proposed Works and Operating Hours

This development application seeks approval for Morley Station, which includes the main station building and platforms, Station Entry building(s), bus interchange, car parking areas and pedestrian / cyclists links into the station. As detailed in later sections of this report, the majority of supporting infrastructure supporting the station does not require development approval and does not directly form part of this development application scope.

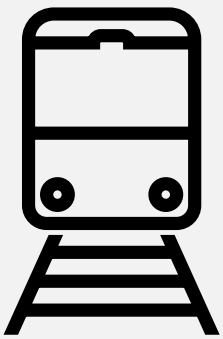
Morley Station is proposed to be open for operation in 2024. Morley Station building will operate between 4.30am and 12.30am each day of the year, with the Station building to be locked outside of these hours to prevent the public from entering. The bus interchange and multi-deck carpark will also operate between 4.30am and 12.30am each day of the year.

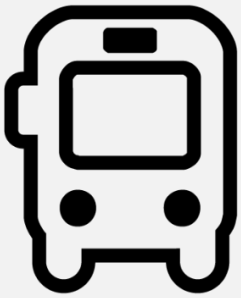
During the peak period of 7am – 9am and 4pm – 6pm, the station will provide five services per hour in each direction, reducing to 4 services per hour during off-peak.

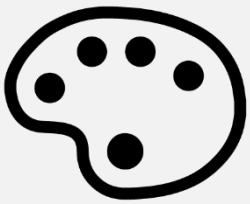
4.1 Station Works Subject to this Application

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

Table 5–Station Works Subject to this Application

PROPOSED	DETAILS
Train Station Building 	A Northern Station Entry which includes: ▪ Concourse level lift lobby and stairs ▪ Platform level Customer Service Office ▪ Platform level passenger tag on and off facilities A Southern Station Entry which includes: • Concourse level lift lobby and stairs • Concourse level Customer Service Office • Concourse level passenger tag on and off facilities • Concourse level Kiosk • Concourse level public toilet facilities (male, female and unisex accessible) • Concourse level staff amenity facilities (crib room, male, female and unisex accessible) A Station platform including: • Seating • Lift and stair access to the concourse level The station platform is approximately 10 metres wide and 150m in length, accommodating typical station amenities such as seating, tag on facilities and information facilities.

Bus Interchange 	A two-way movement bus interchange with: ▪ 12 active bus bays (10 standard bays and two articulated bays) ▪ 6 bus layover bays including two articulated bays ▪ A continuous canopy weather shelter to the bus interchange linking to the Station's southern entry.
Station Parking 	A four storey 400 bay Multi-Storey Car Park (MSCP) facility comprising: ▪ 356 standard all-day bays ▪ 2 EV charging bays ▪ 7 ACROD bays ▪ 21 standard short-term bays ▪ 1 standard pick-up/drop-off bays (PUDO) ▪ 1 taxi bay ▪ 4 open staff parking bays ▪ 1 tenant parking bay ▪ 2 service bay / loading bay ▪ 10 covered motorcycle bays ▪ A 5 bay kiss 'n' ride (KnR) Secure bicycle storage shelter for 72 bicycles, with additional U-rail bicycle stands within proximity of the adjacent MSCP. Development of a Welcome Place Patio creating an attractive and usable space overlooking Wotton Reserve and connecting the Multi-Storey Car Park, Kiss and Ride facility, Principal Shared Path and Bus Interchange to Morley Station.
Landscaping	High quality hard and soft landscaping design for Morley Station. The key principles underpinning the landscape design are as follows: • Use of low maintenance vegetation species. This is achieved by using local natural species (such as Banksia, Eucalyptus and Melaleuca varieties) where possible, supported by exotic species only where specific vegetation characteristics are required.

	• Water reduction through species selection. Species which do not require long-term irrigation have been selected for the majority of the station landscaping. • Reduction of heat island effects, specifically: • Planting large trees within the station forecourt, with a mix of grouped medium sized trees (500L) and large feature trees (1500L) providing shading and relief to the paved Welcome Place. • Paving and road materiality is used to create subtle wayfinding ques and define pedestrian priority areas including the use of high-quality pavers around the station forecourt. • Large quantities of seating is required, but must be delivered in a manner which minimises obstruction to key movement areas. In-situ seating incorporated into raised planters will be applied where possible to achieve this. The key challenge for the station landscaping is maximising canopy coverage whilst also ensuring vegetation does not restrict CCTV coverage. As a result, the landscaping design focuses widespread tree coverage around the periphery of the station precinct, with planting in the station forecourt focussed on quality feature planting. The Landscape Plan is provided at **Appendix C** of this report.
Public Art 	Public art within the station will be delivered in accordance with the requirements of the WA State Government Percent for Art. This artwork will be delivered as part of the 'METRONET Public Art Strategy', with the thematic framework strongly built around the Gnarla Biddi story of 'Our Pathways'. 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. A detailed public art plan including themes and opportunities for the MEL alignment and Morley Station is provided at **Appendix G** of this report.

5. Design Principles

5.1 Architectural Design Statement

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

Line wide Architecture Overview

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

Morley Station Architecture

Morley Station island platform is located within the Tonkin Highway median beneath Broun Avenue and incorporates Northern and Southern Station entry buildings with access at Broun Avenue level. The dual Station entry buildings provide pedestrian access to the station without the need for pedestrians to cross Broun Avenue.

The station is served by a new PTA Bus Interchange to the south of Broun Avenue providing bus patron access to the Southern Station Entry building.

A new Multi-storey PTA Car Park is located to the to the west of Tonkin Highway accessed via Wotton Street, as shown in **Figure 5**. Car park patrons access the station via a bridge from the Multi-storey Car Park to the Bus Interchange and subsequently into the Southern Station Entry building.

Figure 5 – Morley Station – View of Multi Storey Car Park

The station architecture has a clear hierarchy of architectural forms. The Southern Station entry building being the primary form, then the bus interchange link to this entry, and finally the canopies, with each element scaled down to reflect this hierarchy. The Northern Station Entry building is of a reduced scale to further align with this order, whilst maintaining a presence for wayfinding and legibility for the users approaching from the North.

The Southern Station Entry building roof has a hipped geometry and 'floats' above the concourse level providing both natural light and weather protection, as shown in **Figure 6**. There is a clear legibility to the design, with visual links along the pedestrian paths to the station and from the Welcome Place to the entrance. Thus providing both intuitive wayfinding and a welcoming approach, which is open and connected to both the station precinct, and the broader location.

Figure 6 – Morley Station – Approach to Southern Entry Building

The architectural design of Morley Station considers a holistic approach, whereby the station building forms an integral part of the precinct and surrounding context. The location of it within an established recreational environment requires an approach to design that considers the projects functional and operational requirements while striving to deliver a sustainable and efficient built form that is sympathetic to, and considerate of its surroundings.

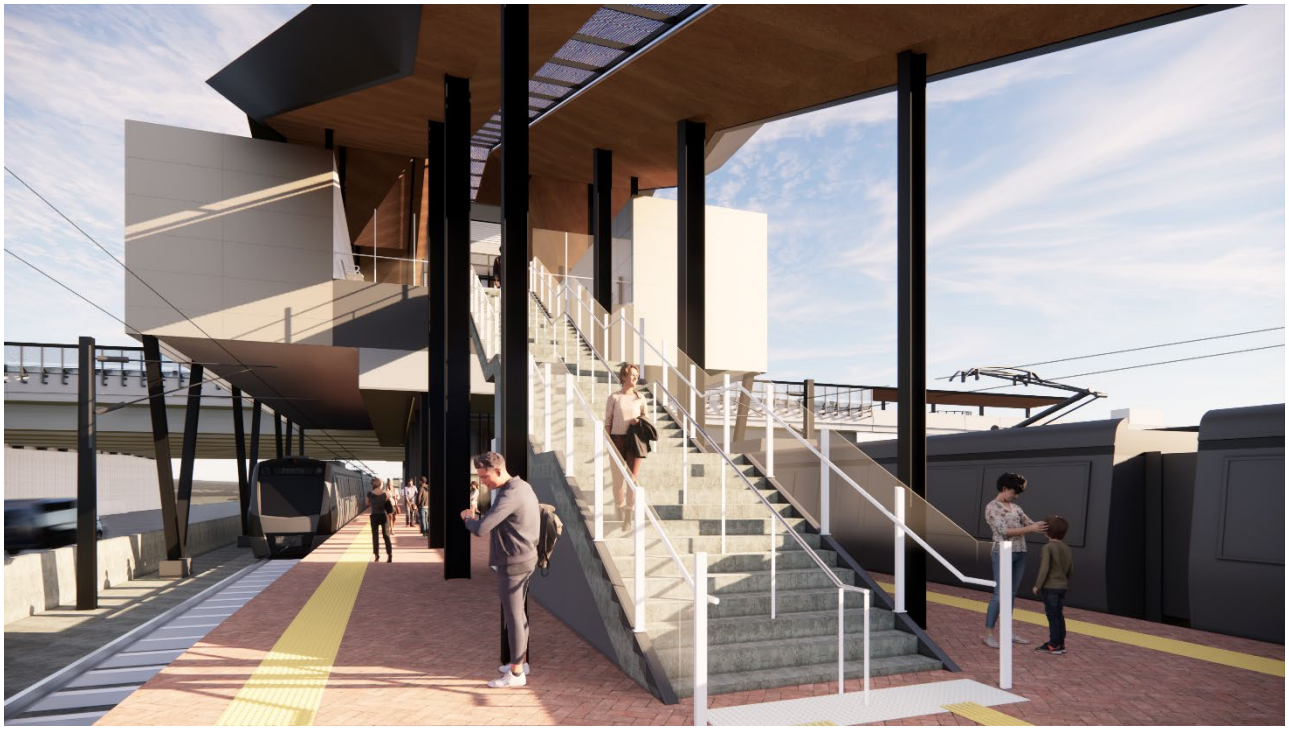
MELconnx sets out to deliver Morley station precinct as a place that feels occupied and 'owned' by the community it services. This requires a sense of place with an authentic character that reflects its context and the local community's aspirations, making the place cared for, safer and activated. The design needs to be sensitive to local culture and how people within the neighbouring precinct will experience the station in their day to day lives.

The Southern Station Entry building entrance is covered by a large canopy that affords the visitor weather protection upon approch. There is clear access to the Station Entryway with the architectural scale of the two-storey built structure with its open 'verandah' style, that will help people to establish their location at the heart of the precinct. The Entry Building provides connectivity between the bus interchange, raised concourse level and station platform. Access is available via lifts and stairs to the south of the station entry building. An additional VT connection is provided within the Northern Entry Building, to cater for current and future urban development to the north of the station.

The elevated concourse allows the platform area to meet operational requirements and rail reserve clearances. Upon entering the southern, or main, station entry building, visitors and staff will find accommodation units organised around a central pedestrian circulation foyer that provides access between the unpaid and paid zones and the at-grade platform paid zone. For operational purposes, the unpaid concourse area includes public service facilities such as vending machines, pay phone, kiosk store, passenger ticketing, information modules and other services. Following through the fare gates and into the paid area, the accommodation wings are located on either side of the circulation zone, for efficiency of movement and access. The Station concourse features well-illuminated, generous spaces.

The island platform is 10m wide by 150m long and located down at rail level. The central skylight spine of the roof structure follows the vertical transport pathways to the paved platform and enhances natural light while providing continuity of the linewide architectural language, as shown in **Figure 7**. The platform area is naturally ventilated and exceeds the minimum 70% 'canopy cover' requirements, providing weather protection to station visitors. Within this platform space there is a passenger safe zone, seating, information facilities, staff amenities and station operational facilities.

Figure 7 – Morley Station – Paved Platform



The concourse is a transient area with tag on and off facilities, a passenger service module (PSM). concourse information display (CID) a pair of elevators and two sets of stairs, as well as necessary building services.

5.2 SPP 7.0 – Assessment of Good Design

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

5.2.1 Context and Character

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

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

Whilst the kit of parts allows a degree of rationalisation of construction, each station, such as Morley Station, remains an individual building with its own identity reflecting the local site conditions. It was neither practical nor desirable to create a series of identical structures along the length of the line.

Morley station is unique on the Morley-Ellenbrook line in that it is an island station, with two distinct entry buildings. The island nature of the station creates a presence, whilst the programmatic requirements of the Multi-storey Car Park give this building a significance of it's own.

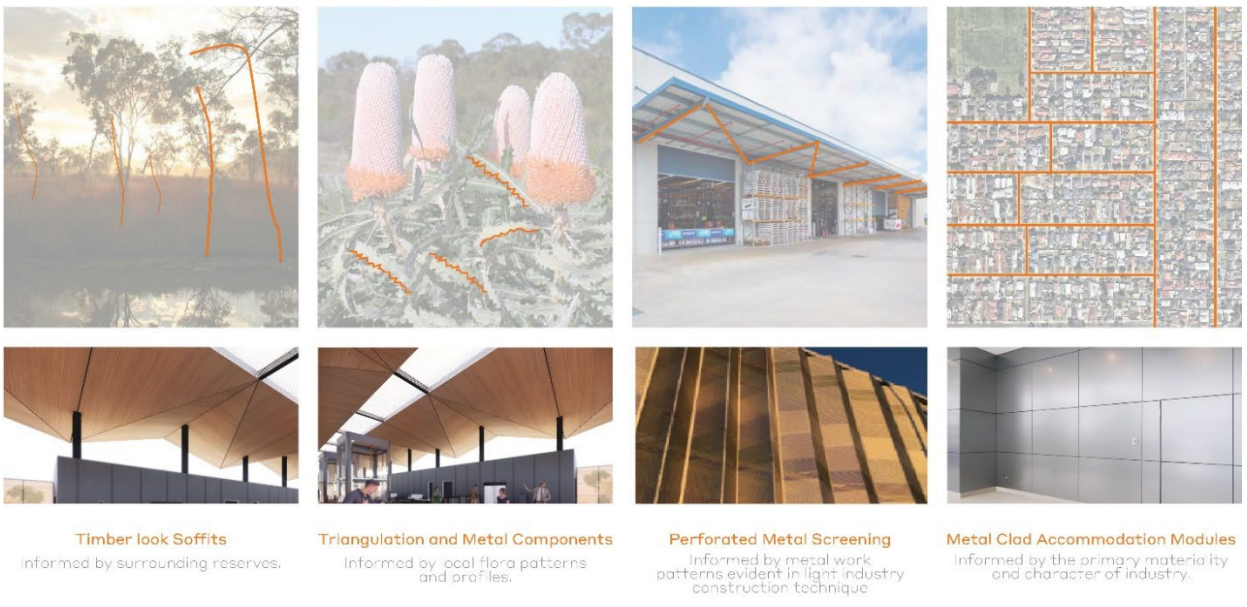
The raked columns that support the concourse, the roof soffit and form, and the skylights are elements that are replicated in other stations on the line.

The design of the station and the Patio draws upon inspiration taken from the surrounding context and cultural significance. Opportunities to integrate and convey Noongar stories have been identified and will be developed at appropriate locations.

The design of the precinct reflects it's proximity to Wotton Reserve, with proposed amenities that benefit both commuters and users of the playing fields. As a reference to the soccer club in the Reserve, the motif of a soccer ball is abstracted and used as form generation to landscape elements including seating walls and garden beds.

Figure 8 shows the material palette remnicient of the surrounding natural and residential environment.

Figure 8 – Morley Station Material Palette is reminiscent of the surrounding natural and residential identity.



5.2.2 Landscape Quality

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

The landscape design has considered the many different facets of a successful and sustainable design.

The landscape design has been developed across the following key elements:

- Reduction of 'Heat Island' – Minimising the amount of hardscape as well as providing shaded canopy to reduce heat island effect where possible.
- Ecological / Biodiversity Value – The proposed planting palette is structured around predominantly local native species selections which are adapted to the local environment and contribute to enhanced biodiversity outcomes for the precinct.
- Minimised Maintenance Costs – Local, native plant species have been chosen to minimise maintenance requirements to garden beds through less reliance on irrigation. Hardscape materials and furniture selections based on their robust quality, reliability, and ease of replacement.
- Water Sensitive Urban Design – Swale planting has been included in the Kiss and Ride, in the services area south of the Multi-storey Car Park, and the interface between Wotton Reserve and the entry road.
- Minimised Irrigation Use - The unifying intent of the proposal is to reduce irrigation water use, with the additional benefit of reducing recurrent infrastructure maintenance costs and energy use from the minimised operation of irrigation plant. It is proposed that minimal irrigation use will be achieved through: planting selections, soil preparation and area reductions, amongst others.
- Community Amenity – Provision has been provided for the future community with flexible amenity spaces within the Patio. The precinct design works to create community outcomes such as improved safety and legibility, enhanced areas of green space, and connection to the surrounding residential areas.

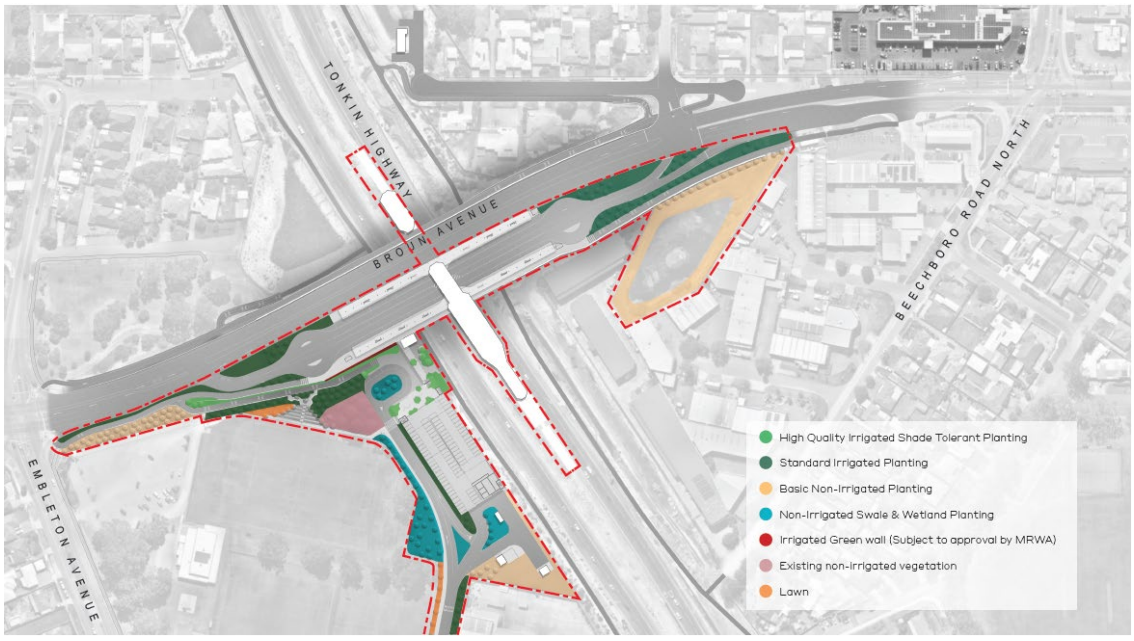
Currently, cultural inputs are being explored to inform, influence, and ultimately integrate into and throughout the urban and landscape design.

As yet, the process of distilling design ideas is in the early development stages, and it is anticipated this will be substantially progressed into detailed proposals as part of the next design stage.

Revegetation of the existing drainage basin to the eastern side of Tonkin Highway will provide increased amenity to the locality. Importantly, no public access will be provided to this area, with details of revegetation and fencing to be negotiated with the Water Corporation.

Figure 9 shows landscaped areas to the station entry and surrounds.

Figure 9 – Morley Station – Landscaped areas to station surrounds



5.2.3 Built Form and Scale

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

The individuality of Morley Station will be highlighted through its reflection of local geographical conditions, flora, and fauna. Materials convey a narrative of the surrounding natural patterns, as well as the local residential identity.

This has resulted in a warm toned, station with clear connections for wayfinding. Banksia plants have informed the screening structure. Line wide bushland narrative as well as proximity to local swamplands has informed the timber-look soffits the station entry building, concourse and platform soffits. Moreover, screening and perforated metal cladding reflect the suburban and industrial roof profiles and character of Morley architecture. Together, these material elements informed by the site narrative endeavour to create an inviting, detailed development that feels comforting and comfortable. Further detailing of the materiality, panel break up and colour selection will be refined at the next stage of design.

The Multi-storey Car Park is scaled to meet the functional requirements of the precinct as well as the vehicular and pedestrian connections required by the users. The car park is softened by a wrapping screening element which remains an opportunity for public art overlays.

Figure 10 illustrates the approach to Morley Station from the bus interchange.

Figure 10 –Morley Station from bus interchange

5.2.4 Functionality and Build Quality

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

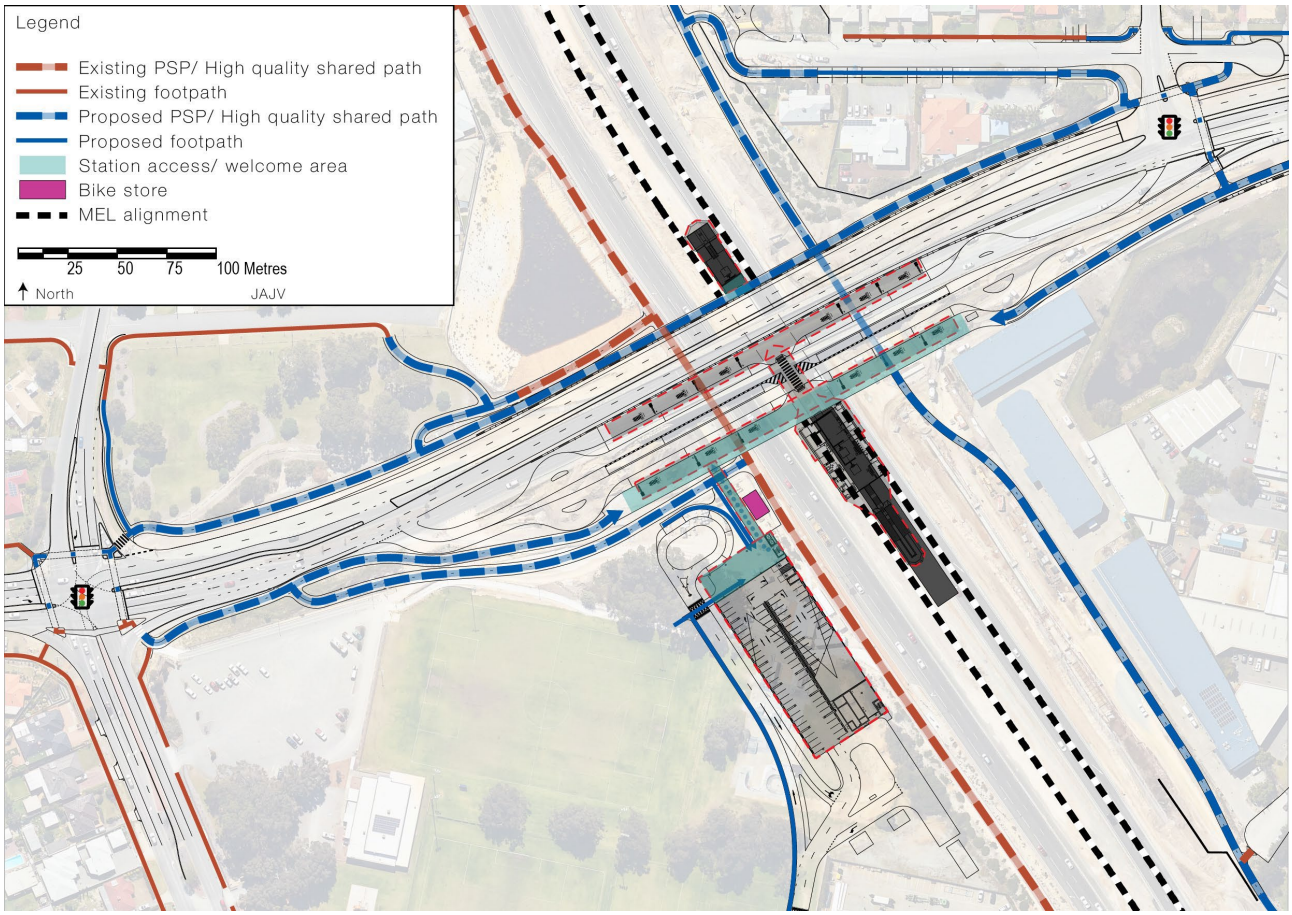
The Station concourse boasts well-illuminated, generous spaces and a heightened elevated form above the precinct. The placing of all furniture including lights and signage poles does not intrude into pedestrian pathways. There is a minimum obstacle-free width consistent with the footpath before and after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

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

The station concourse facilitates connectivity to the residential catchment to the north of the precinct by way of an additional station entry building. Materiality and finishes selections are ongoing and will be made with regards to suitability, taking into account durability, maintenance, cost and overall design character of the station.

Figure 11 shows pedestrian and cycling connections surrounding the development.

Figure 11 – Morley Station – Pedestrian and cycling connections surrounding the development



5.2.5 Sustainability

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

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

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

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

5.2.6 Amenity

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

Spaces have been designed to be welcoming and comfortable, universally accessible with good levels of natural daylight and ventilation. The inclusion of planting alongside both the PSP and the primary station access points, where possible, provides shade and enhanced amenity for pedestrians, cyclists, and other commuters.

From the Kiss and Ride, through the Patio, linking bridge and Bus Interchange canopies the user is provided a covered way from arrival to embarkment. The Patio incorporates a range of furniture items and art opportunities, including seating walls.

The precinct is further enhanced through the new terraced steps that flank the northern curtilage of the existing soccer pitch. Design gestures of this scale illustrate the priority that MELConnx have placed on delivering high amenity, not only to the station but to the precinct.

Figure 12 shows the amenity to the Kiss & Ride Patio.

Figure 12 – Morley Station – The Kiss & Ride Patio

5.2.7 Legibility

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

The primary station entrance is legible from both the Kiss and Ride drop off and adjacent Multi-storey Car Park. From the Patio there is a clear view across the highway to both the platform, and concourse accommodation and VT.

When approaching from the west, be it either side of Broun Avenue, the hierarchy of architectural forms provides a clear and legible arrival sequence. The design incorporates good sightlines and movement paths from the bus interchange to the station entry.

Once at the Station Buildings the architecture aids in creating strategic wayfinding, whilst the scale can be appreciated 'in the round', beyond the entry zone, the station features strong sightlines from the station entries to the platform. The station concourse offers clear wayfinding, which is supported by a linear skylight above that aligns with the direction of travel.

Figure 13 shows the key wayfinding sightlines from the Kiss & Ride.

Figure 13 – Morley Station – Key wayfinding sightlines from Kiss & Ride

5.2.8 Safety

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

Safety is an important consideration for this station, with particular consideration and resolution given to the Multi-storey Car Park. The fundamentals of CPTED have been integrated into the design, including lighting, clear sightlines, clear ownership and boundaries, elimination of entrapment spots, elimination of movement predictors, legible wayfinding, landscaping and activation.

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

Further consideration to lighting and sightlines associated with the vertical transport elements of the Multi-storey Car Park, including an ‘open’ architectural feature stair that is visible from Kiss and Ride, the Patio, the station platform and the Broun Avenue bridge.

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

Figure 14 overleaf provides a summary of the CPTED measures.

Figure 14 – Morley Station - Summary of Crime Prevention Through Design Measures

Lighting
Provide adequate illumination of a space both during the day and at night which enables people to see and be seen
Integrated initiatives
- Lighting standards & levels
- Spacing
- Type
- Siting and Situation

Sightlines
Provide maximum visibility of the immediate and approaching surroundings by creating an unimpeded view across pathways
Integrated initiatives
- Passive surveillance
- Direction of pathways

Ownership
Generate a sense of proprietorship amongst owners and users of a space, to encourage people to take responsibility for that space and protect it
Integrated initiatives
- Clear border definition
- Surface treatments
- Transitional zones

Movement Predictors
A predictable or unchangeable route or path that offers no choice to pedestrians
Integrated initiatives
- Eliminate movement predictor routes
- Provide access to alternate routes

Wayfinding
Enable the environment to convey a sense of place and provide orientation and direction, including an indication of safe places and routes
Integrated initiatives
- Signage
- Legibility
- Features

Landscaping
Increase the safety of a site by transforming the overall landscape, through the use of vegetation
Integrated initiatives
- Selection of plants
- Clear trunk trees with lifted canopies
- Low understorey planting
- Layered planting with lows species adjacent paths

Entrapment
Avoid entrapment spots, particularly adjacent to pedestrian routes, a predictable/unchangeable path or a dead-end
Integrated initiatives
- Eliminate entrapment spots
- Limit access if entrapment is unavoidable

Activation
Modify the range of land uses in a space in order to facilitate an appropriate mix of activities occurring in the environment
Integrated initiatives
- Gathering areas
- Compatible and balanced use of space

5.2.9 Community

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

Wotton Reserve is an important asset to the community and together with the Morley Windmills Soccer Club provide plentiful amenity to the public. Morley Station Precinct is ideally situated to enhance the use of the Reserve by providing generous seating in the form of tiered seating with shading from trees and additional lawn for its natural cooling effect. Wotton Reserve is further connected to the rest of the precinct through the Patio which consist of flexible spaces that may be used in conjunction with events that are held on the Reserve. The Patio also includes seating walls, high quality planting, furniture, a bike store, integrated art, and serves as a bridging place to connect the Kiss and Ride, Multi-storey Car Park, bus interchange and the train station. The Patio then leads to the elevated bus interchange which is equipped with shade structures and furniture that are appropriately suited as part of the entry to the train station.

As the broader masterplan begins to be realised so will the community focus of the Station Precinct. Opportunity to utilise existing industrial lots for residential development will bring more users closer to the station. Opportunities for additional community offerings like a new skate park are also being explored in the wider precinct. This proposal considers and helps enable these community developments.

As the process of community consultation develops further commentary and concerns will continue to be addressed.

Figure 15 shows the Patio and Kiss & Ride from the Multi-Storey Car Park stair

Figure 15 – Morley Station – Patio and Kiss & Ride from the Multi-Storey Car Park stair

5.2.10 Aesthetics

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

The design aims to be an attractive and inviting station and precinct with elegant and coherent design that is responsive to Morley and its immediate surrounds. Public art, Aboriginal culture, articulation of place and character integrated into the architecture and landscape giving it a clear sense of place and character.

Morley Station sits at the heart of an established and diverse community. Surrounded by playing fields and nature reserves, the design and artwork approach aims to express the daily life and activities that represent the fabric of a connected community.

In and around Morley Station, existing landscapes are augmented and enriched to create shady and comfortable public spaces. The attractor piece, being the double-volume Patio with its play on dappled light through filigreed screening to the north. Illuminated at night, this lantern, draws people into the precinct through these considered moves.

To the southwest, Wotton Park's playing fields and skate park are a destination and sporting hub. Future medium density residential development will contribute to a precinct with strong connections to the Morley Activity Centre.

The artwork approach explores the station building as a convergence point within an established suburban setting. It celebrates the mix of social and cultural activities that give richness and complexity to the precinct and local area. Preliminary opportunities are explored in the Public Art Statement.

Figure 16 shows the view of the Kiss & Ride from Wotton Park Reserve.

Figure 16 – Morley Station – view of the Kiss & Ride from Wotton Park Reserve

6. Technical Reports

6.1 Acoustic Report

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

- Overall environmental rail noise levels, when assessed at nearby potential noise sensitive premises are expected to comply with applicable state noise regulations and planning policy. Rail vibration levels are expected to be compliant with recommended levels.
- Road transport noise from car parking areas and local vehicle traffic movements will increase significantly in the area from current conditions, but are expected to remain compliant with relevant state policies.
- Station access laneways and Car parking areas will need to avoid the use of speed humps, loose laid road coverings or large smooth painted concrete surfaces to minimise vehicle noise emissions.
- Design of the station plant and facilities such as mechanical services, public address and crowding areas to meet applicable environmental noise regulations may be achieved through conventional / industry standard design approaches and therefore is not anticipated to require specialist design input.
- Noise ingress from Tonkin Highway is estimated to be significant and likely to result in noise levels within platform habitable rooms and on platform above SWTC targets. The project team is currently investigating further options in order to meet SWTC targets.

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

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

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

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

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

6.2 Transport Impact Assessment

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

Active transport to the station will be enhanced by improved connections to the existing PSP on the western side of Tonkin Highway, and upgrades and realignment of the existing shared path on the eastern side of Tonkin Highway. New shared path access to the station is proposed on both sides of Broun Avenue, tying into the Tonkin highway PSP and shared path, and the surrounding footpath network.

The station will be accompanied by a 400 bay MSCP, including a 5 bay KnR facility and a bicycle parking for both station and non-station users. Vehicular access to the station will be provided by a new access road within Wotton Reserve with crossover to Wotton Street. Primary access is expected from the Embleton Avenue/ Wotton Street intersection southwest of the proposed site. This will service both the PnR and KnR facilities.

An assessment of the impacts of the generated trips on the surrounding road network has been based on the combined traffic generated by the PnR / KnR facilities and background traffic growth in the area using the LinSig modelling software. This includes an assessment of the Broun Avenue/ Embleton Avenue and Broun Avenue/ Doyle Street/ Bus Interchange intersections.

Based on the completed traffic analysis, the road network surrounding Morley Station precinct will operate within the required MRWA performance requirements up to and including 10-years post opening of the station.

The Broun Avenue/ Embleton Avenue intersection is forecast to perform with an intersection LOS E and a DOS of 96.2% and 90.1% during the AM and PM peak periods respectively. The Broun Avenue/ Doyle Street/ Bus Interchange intersection reports an intersection LOS D and a DOS at or below 90% DOS during both peak periods.

General traffic access into Morley Station through the Embleton Avenue/ Wotton Street intersection is forecast to operate with good performance 10-years post opening of the station with an overall intersection LOS C or better and a DOS below 50% during both peak periods. These results suggest that general traffic and public transport access into Morley Station via the surrounding road network is expected cope with the additional station generated traffic and operate with within the MRWA performance requirements.

Based on the operational analysis and assessment of the access and supporting network, the TIA provides the following recommendations:

- Construction of the cycle infrastructure outlined in Department of Transport's Long Term Cycle Network Strategy for the surrounding vicinity of the proposed site should be prioritised, to enhance active transport connectivity to and through the station precinct.
- The proposed routes outlined in this TIA are yet to be finalised, and are still being refined by the PTA. Although, it is not anticipated that the final frequencies of these bus routes will change significantly enough to affect the findings of the TIA, any amendments to the proposed public transport routes should be monitored.
- Modifications to the road network including access points should be subject to a Road Safety Audit in accordance with the Main Roads/IPWEA guidelines.

Importantly, the TIA acknowledges that the station is fit for purpose and well serviced by the proposed surrounding transport network, facilitating safe and efficient access for pedestrians, cyclists and personal vehicles.

6.3 Stormwater Considerations

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

- Stormwater runoff from the station precinct is captured, conveyed, and discharged into sub-catchments, designed to detain the 10% AEP storm event.
- The bus interchange consists of eastern and western drainage systems which capture and convey runoff from the canopy roof, road and surrounding hardstand areas via a pit and pipe system to underground storage units beyond the bridge abutments. The underground storage will detain the 5% AEP flood event with overflows from larger events entering the adjoining road drainage infrastructure.
- Runoff from the realigned PSP from Broun Avenue to the Tonkin Highway PSP will be conveyed via a pit and pipe system to an underground storage within the hardstand area to the north of the multi-storey car park. The underground storage will detain the 5% AEP flood event with overflows from larger events flowing towards the central island of the kiss and ride pick-up and drop-off area. The landscaped batter between the bus interchange and PSP will be directed along a table drain into soak wells catering for the 10% AEP event.
- The pick-up/drop off loop is located at the northern end of the multi-storey car park. The loop is graded towards the central island into a landscaped median bioretention swale. The island swale will include a layer of bioretention media for the treatment of the 1EY runoff. Modelling shows that the central island will cater for the 10% AEP event, with major rainfall events will ponding with overflow towards a swale along the western side of the access road. Ponding depth over the pavement not exceeding the maximum allowance of 200 mm.
- The multi-storey car park drainage is discussed in detail in the hydraulics report. Underground storage units are proposed in the south-eastern corner of the multi-storey car park under the ramp. The underground storage will detain up to the 5% AEP flood event with overflows from larger events overflowing into the new basin adjacent to the multistorey car park. Major rainfall events will pond over the pavement not exceeding the maximum allowance of 200 mm. The current car park layout does not provide suitable area for bioretention areas to treat runoff. In-line proprietary SQIDs are proposed prior to underground infiltration storages to treat car park runoff. Soak wells along the Tonkin Highway PSP will capture the 10% AEP runoff for infiltration. These infiltration pits will be along the south-western side of the multilevel car park and facility accesses.
- The precinct access road has a one-way crossfall towards the adjoining reserve area (western side). A pit and pipe system on the low side will collect and convey runoff to the existing basin at the entrance to the site. For the northern section of the access road, runoff will flow via kerb openings into a roadside swale which will convey run-off to a new basin. A section of kerb drain at the junction to the multi-storey car park will convey road runoff into the new basin. A portion of the roadside swale will contain a layer of bioretention media for the treatment of the 1EY runoff prior to discharge into the new basin. In the 1% AEP flood event ponding over the pavement will not exceed the maximum allowance of 200 mm.

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

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

7. Exemptions Legislation and Considerations

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

7.1 Section 6 Public Works

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

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

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

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

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

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

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

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

7.2 Railway (METRONET) Act 2018

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

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

> *Despite anything in the Metropolitan Region Scheme, the following development may be commenced or carried out without the approval of the Planning Commission —*
>
> *(B) METRONET works on non-railway land.*

'METRONET Works' defined as follows:

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

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

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

7.3 Metropolitan Region Scheme (MRS) Exemptions

The majority of site is reserved as a Primary Regional Road under the MRS. For reserved land, exemptions available under the MRS are provided through Clause 16 of the MRS.

Section 16(2) of the MRS enables reserved land owned by or vested in a public authority to be used or developed for any other purpose approved by the Commission with or without approval of the Commission.

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

7.4 Supporting Works Exempt from Approval

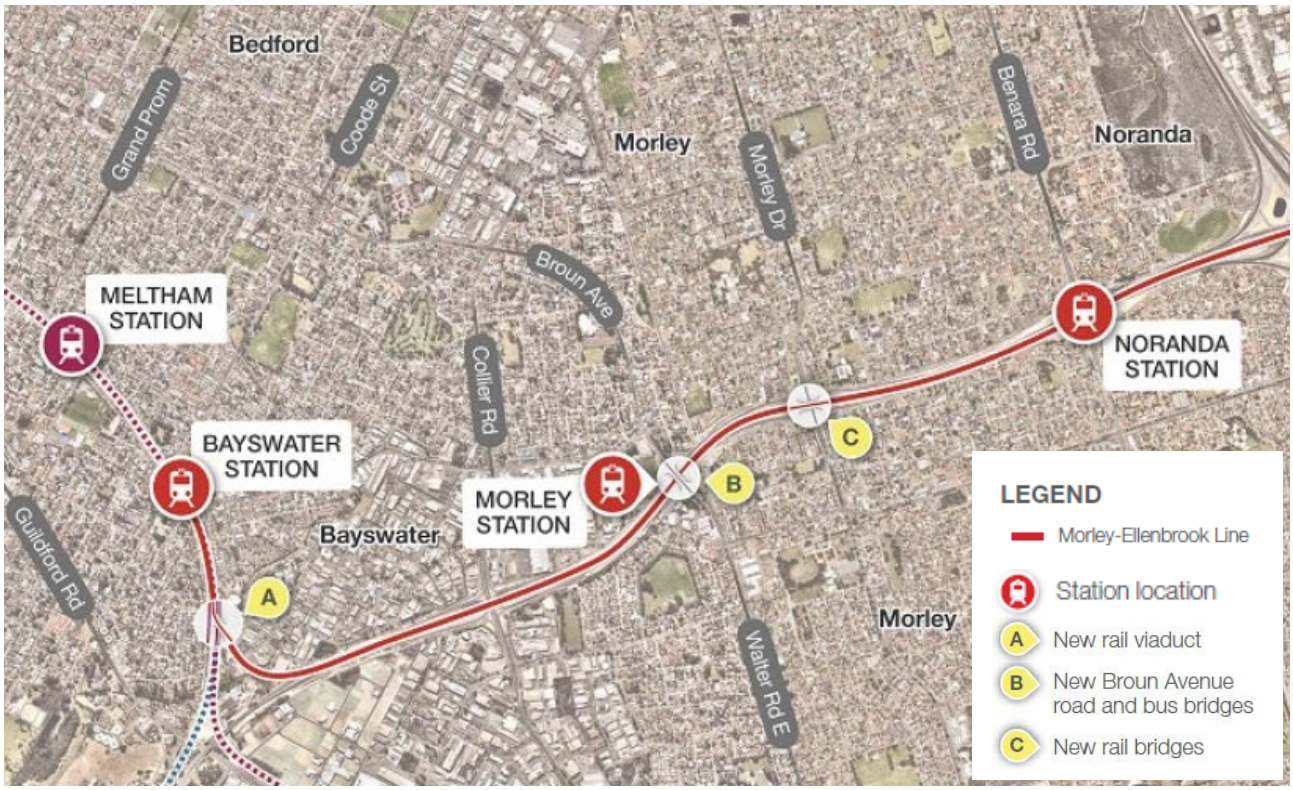
Table 6 outlines these supporting works relevant to Morley Station, but which are not in the scope of the development application.

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

Table 6–Supporting Works Outside of Scope

Works	Summary
Rail track	The rail track extension is considered operational and does not provide vehicle or pedestrian access to the station. Accordingly, the rail track is exempt from development approval through the METRONET Act. Morley Station location and rail alignment is illustrated in **Figure 17**.
Shared / Principal Shared Path outside of the subject site	The MEL scope of works will generally fill gaps in the existing Shared / Principal Shared Path network. These connections are considered exempt from planning approval where they are outside of the 'subject site' as this is considered the point where the pathway does not provide 'direct' access to the station.
All operational infrastructure	All operational infrastructure is directly associated with rail operations are considered exempt from approval under the METRONET Act. For example, access tracks, monopoles, telecommunication towers, signalling structures, rail monopoles and SER (Signal Equipment Room).

Figure 17 – Morley Station Location Plan and rail alignment



8. Planning Considerations

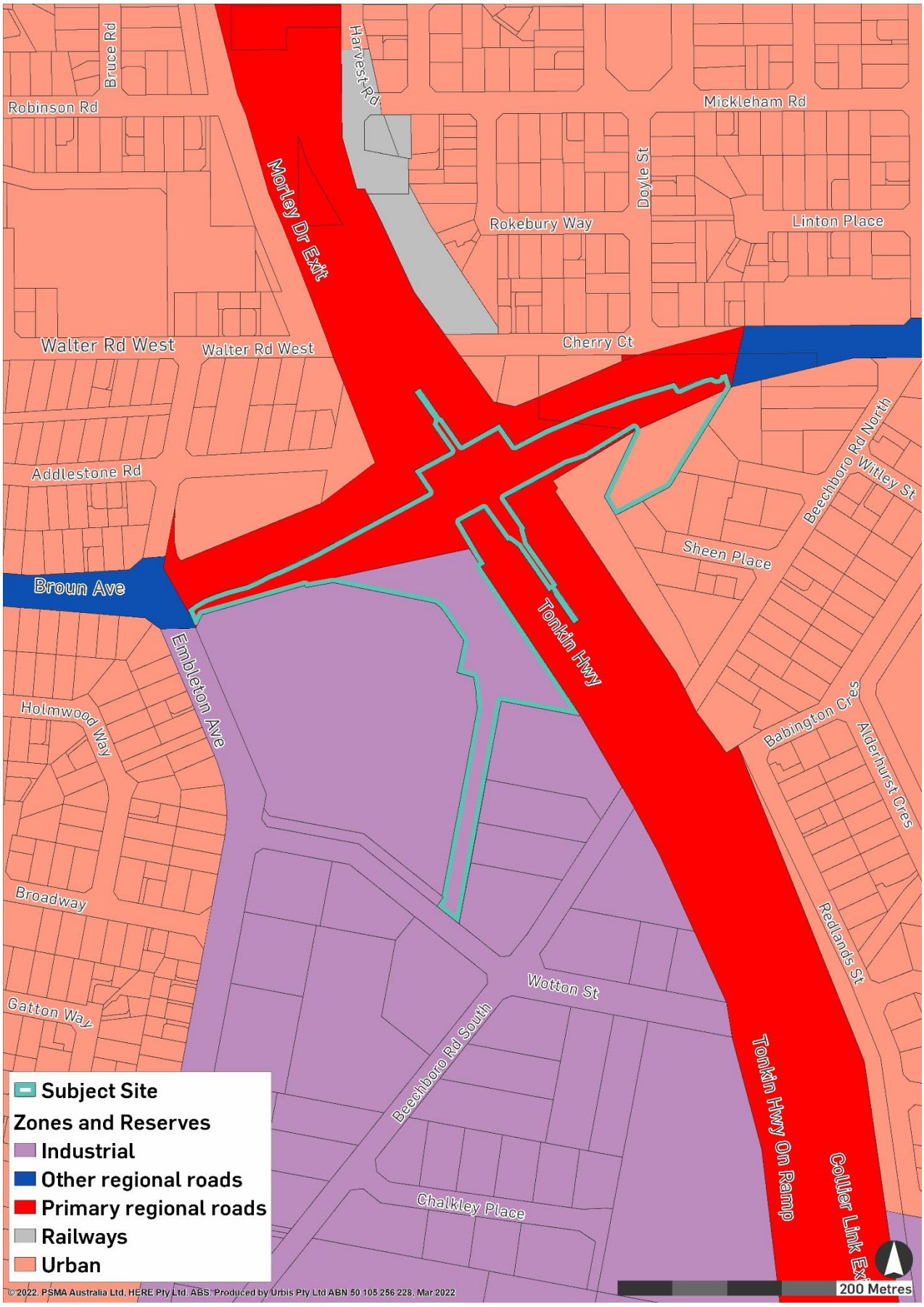
8.1 State Planning Assessment

Table 7–Summary of State Planning Assessment

Item	Summary
MRS	The site is reserved for 'Primary Regional Road' and zoned Industrial and Urban under the MRS, as shown in **Figure 18**. Morley Station will provide complementary infrastructure for the function of this reserve and assist in alleviating traffic congestion on the regional road network by delivering an alternative form of transport.
State Planning Policy 5.4–Road and Rail Noise	SPP 5.4 guides the interface of noise sensitive development and major road and rail transport routes, with the overall aim of protecting significant transport routes whilst minimising the adverse impact of transport noise on sensitive development. As all new proposed railways are required to meet the specified noise targets of SPP 5.4, a noise and vibration assessment has been completed in support of Morley Station. Future sensitive land uses within 100m of Morley Station may require 'quiet house' design standards being applied.

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

Figure 18 - MRS Map



8.1.1 METRONET Station Precinct Design Guide

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

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

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

The Preliminary Place Plan & Indicative Layout Response prepared for Morley Station has identified the station starts as a Neighbourhood (SP5) type station precinct transitioning to a Town (SP4) type station precinct in the future.

The respective descriptions of these station typologies are as follows:

Neighbourhood SP5

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

Town SP4

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

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

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

Table 8 applies these critical elements to the proposed Morley station design.

Table 8–Station Critical Element

STATION CRITICAL ELEMENT	DETAILS
Critical Element 4: Intersection and Crossings	
Preferred: controlled four way intersection, no splitter lanes. *Considered: Micro roundabout*	All intersections within the PTA car park are sign-controlled intersections with no splitter lanes.
Critical Element 5a: Transit Integration - Rail	
Preferred:  *Underground Tunnel*  *Cut and Cover*  *Open cut*	Morley Station is designed as an at grade entrance through the Station Entry building located on the Broun Avenue bridge. Two separate Station Entry buildings to the north and south of Broun Avenue connecting to an elevated concourse providing access down to the station platforms located within the Tonkin Hwy road reserve. Whilst this is not a preferred design for the station typology, it is a suitable station design, and allows the station to integrate well with its surroundings. Furthermore, there are numerous advantages to an up and over station in this locality, including: - Ability to incorporate a bus interchange providing weather protection to passengers connecting from bus services to the station platform.; - Safe and separate interface with vehicle traffic on the adjacent road network; and - Good integration with an existing transport corridor
Critical Element 5b: Transit Integration – Bus	
Preferred: on street. Integrated/stacked interchange loop at grade	Morley Station provides an at grade bus interchange located on Broun Avenue bridge immediately adjacent to the station building. This is consistent with the preferred approach.
Critical Element 6: Station Type	
Preferred: integrated station, underground station.	The following design elements demonstrate that Morley Station is best classified as an integrated station, consistent with the 'preferred' approach for a Neighbourhood / Town station. Integrated into the streetscape / form a seamless part of the urban streetscape Multiple aspects of the station have been designed to appropriately interface with surrounding development. This includes the integration of the Station Entry buildings with Broun Avenue bridge.

STATION CRITICAL ELEMENT	DETAILS
	Streetscape to be dedicated for entry ways to the station The entrance experience for Morley Station is enhanced by the use of the Station Entry buildings, Patio, Welcome Place and open space area. Combined, these areas create clear wayfinding cues to the station entrance, as well as creating a pleasant entrance experience.
Critical Element 7a: Station Dedicated Parking	
Preferred (Core): no park'n'ride *Considered (Core): limited park'n'ride (stacked/decked)*	Morley Station provides a Multi Storey Car Park for passengers. This is recognised as a considered form of parking for a neighbourhood / town station precinct type. Providing some degree of parking is a requirement of the SWTC and is therefore politically a necessary component of delivering the train station. The focus is therefore delivering this parking with the least impact on station amenity. The MSCP responds to passenger demand and spatial constraints. The MSCP is deliberately contained within one single cell to the south of the Station Entry building, to enable integration of the Station Entry building and Welcome Place with the Station building.
Critical Element 8: Public Realm and Public Open Space	
Preferred: people streets plaza/square, play space urban park	Morley Station provides a Welcome Place located immediately west of the Station Entry building, providing a meeting place where people can congregate or dwell before proceeding on their journeys, as well as increasing the opportunities for mutual passive surveillance. This area is to be developed with high quality landscaping and artworks and will be the heart of the station precinct.

The Morley Station Precinct Concept Master Plan (CMP) was released in September 2021 and aims to build upon the existing local character and heritage of the Morley area and sets a strategic vision for change within this area over the next 30 years.

In the short to medium term, the CMP proposes streetscape and open space improvements between the new Morley Station and Morley Activity Centre; combined with new employment and activation opportunities within walking distance to the station. Longer term, the CMP provides for a neighbourhood scale urban village next to Morley Station, with new medium and higher density housing (i.e. townhouses and apartments), and smaller-scale commercial, retail, and food and beverage opportunities for the community

8.1.2 Planning Control Area No. 147 (PCA 147)

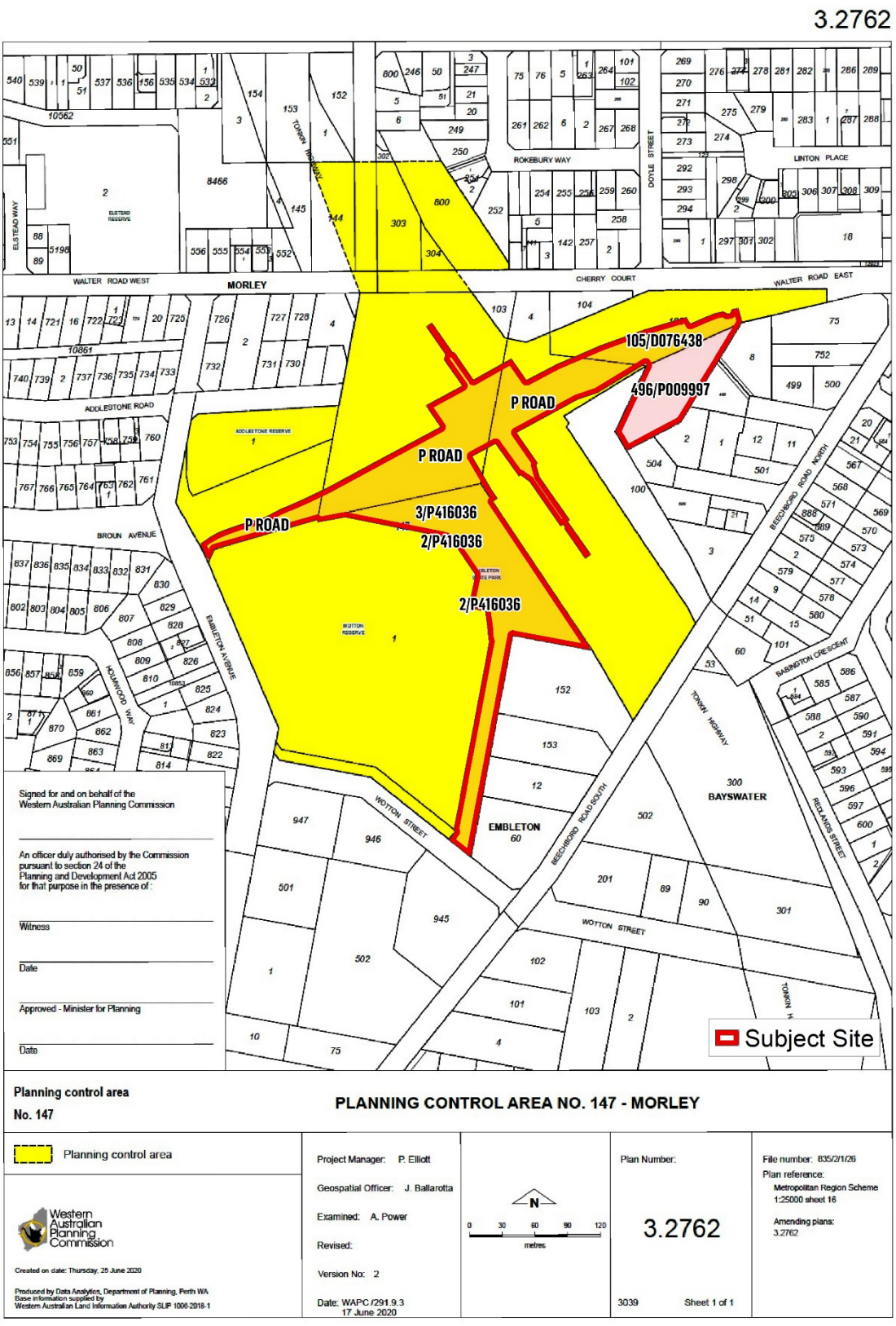
The proposed Morley Train Station works are wholly located within PCA147, which has been established for the purpose of facilitating the development of the land for the purpose of railways and other related road widening purposes. PCA 147 is shown in **Figure 19**.

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

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

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

Figure 19-PCA 147



8.2 Local Planning Framework

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

8.2.1 City of Bayswater Local Planning Scheme No. 24 (LPS 24)

The City of Bayswater Local Planning Scheme No. 24 (LPS 24) sets out the local government's planning aims and intentions for the Scheme area.

The site is not reserved under the Scheme but shown as a "Regional Reserve" on the Scheme Map and reserved under the Metropolitan Region Scheme. The approval of the local government under the Scheme is not required for the commencement or carrying out of any use or development on a Regional Reserve.

8.2.2 Perth and Peel @ 3.5 million

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

Perth and Peel @3.5 million and the Central Sub Regional Planning Framework identify four key rail proposals included within METRONET Stage 1, including a new rail line extending from the Midland rail line to the Ellenbrook town centre with additional stations at Morley, Malaga and Ellenbrook. The MEL METRONET initiative is noted as an integral part of service provision within the Central Sub region to provide greater connection with the surrounding areas as well as the Perth CBD.

Morley Station is consistent with the overarching strategic framework. The Station will formulate an integral component of the MEL METRONET initiative and will deliver a high frequency public transport service for the emerging population of the sub- region.

Morley Station is located within the Central Sub region with the population predicted to grow by more than 468,000 people by 2050, bringing the total population to more than 1.2 million people. It is expected that population growth within the City of Bayswater will increase from 65,340 people in 2011 to 100,000 people in 2050, with an additional 15,750 dwellings required.

Morley Station provides a critical piece of transport infrastructure underpinning future urban expansion of the Central Sub-region.

9. Supporting Approvals and Management Plans

The following table provides a summary of those approvals.

Table 9–Summary of Supporting Approvals and Management Measures

CONSIDERATION	DETAIL
Noise Monitoring Program	A noise monitoring program will be implemented within three months of the opening of the MEL line, and again at 18 months, to assess the effectiveness of noise mitigation. Specifically, the program will: ▪ Confirm the as-built and operating railway achieves the Policy target LAeq (Day) 55 dB and LAeq (Night) 50 dB unless higher levels are permitted due to the incorporation of specified house facade protection. ▪ 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 MEL 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 of Bayswater 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).
Construction Management	MELConnx's Construction Management Plan has been approved by the PTA and issued for use.
Dilapidation survey	A dilapidation survey, prior to demolition and excavation works commencing on site, will be commissioned 100m beyond the works area to document existing conditions of adjoining properties and infrastructure. A re-inspection post project completion will also be commissioned to assess conditions against those reported before works commenced.
Access and approvals	The Project Alliance will obtain permission for site access to all work areas from the relevant stakeholders prior to commencing construction works. All environmental, LGA and rail authority approvals shall be gained prior to construction works commencing onsite.
Traffic Management Plan	The Project Traffic Management Plan will ensure:

CONSIDERATION	DETAIL
	▪ Existing paths are maintained or alternative sealed pathways are provided. ▪ Temporary paths where required will have secure fencing and appropriate lighting ▪ Height clearances for roads is not reduced to less than 5.3m where possible. Approval to be sort should this not be possible ▪ Ensure security to adjacent properties ▪ Construction personnel will be encouraged to use public transport where possible Construction personnel's vehicles or construction vehicles are to park only in designated parking bays within the construction site. It is expected that the delivery of a traffic management plan will be a condition of development approval.

10. Conclusion

The METRONET Morley Ellenbrook Line from Bayswater to Ellenbrook seeks to implement best practice urban design and transport planning principles to the emerging north-east corridor of Perth. Morley Station is an exceptional example of this approach, which by placing the Station within the Tonkin Highway median will establish the opportunities for an alternative transport mode which does not rely solely on private vehicle travel.

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

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

- A pedestrian first approach to the station building design, which provides for logical and direct links to the existing PSP network.
- The co-location of the bus interchange and station building to reduces the total journey time for multi-modal trips, making bus-to-train transport a more practical and feasible option for patrons. The inclusion of a continuous canopy, linking the bus interchange to the station building, provides an improved quality of connection for transferring passengers.
- Providing essential pedestrian connecting infrastructure, including an extension of the existing shared path network to Morley Station.
- Recognising the need for park-and-ride facilities for a train station in an existing urban setting, the station design accommodates a Multi-Storey Car Park in a manner which considers the immediate surrounds.
- Development of a Welcome Place Patio creating an attractive and usable space overlooking Wotton Reserve and connecting the Multi-Storey Car Park, Kiss and Ride facility, Principal Shared Path and Bus Interchange to Morley Station.

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

Disclaimer

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Appendix A-Certificates of Title

Appendix B - Development Plans

Appendix C - Landscape Plans

Appendix D - Acoustic Report

Appendix E – Transport Impact Assessment

Appendix F – Stormwater

Appendix G – Public Art Plan