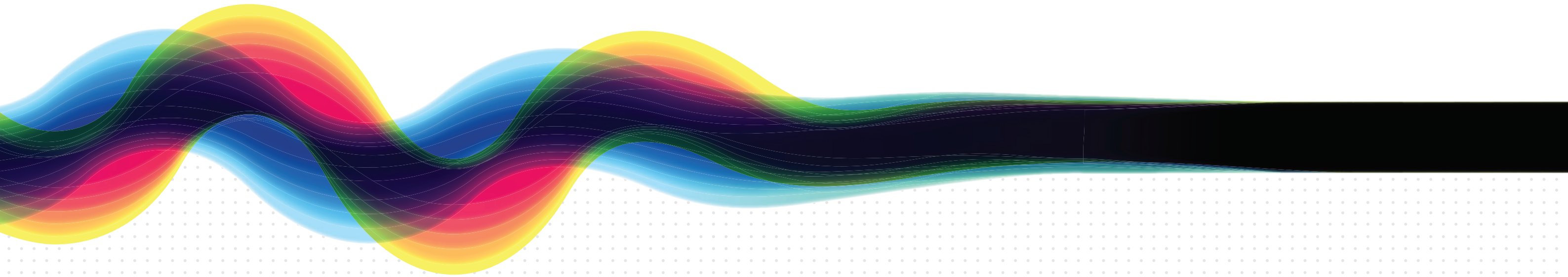


Claremont Station Upgrades – Stage 1

Development Application Report

December 2019 | 19-070



We acknowledge the custodians of this land, the Whadjuk Noongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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1	02.12.19	DRAFT	George Ashton	Murray Casselton
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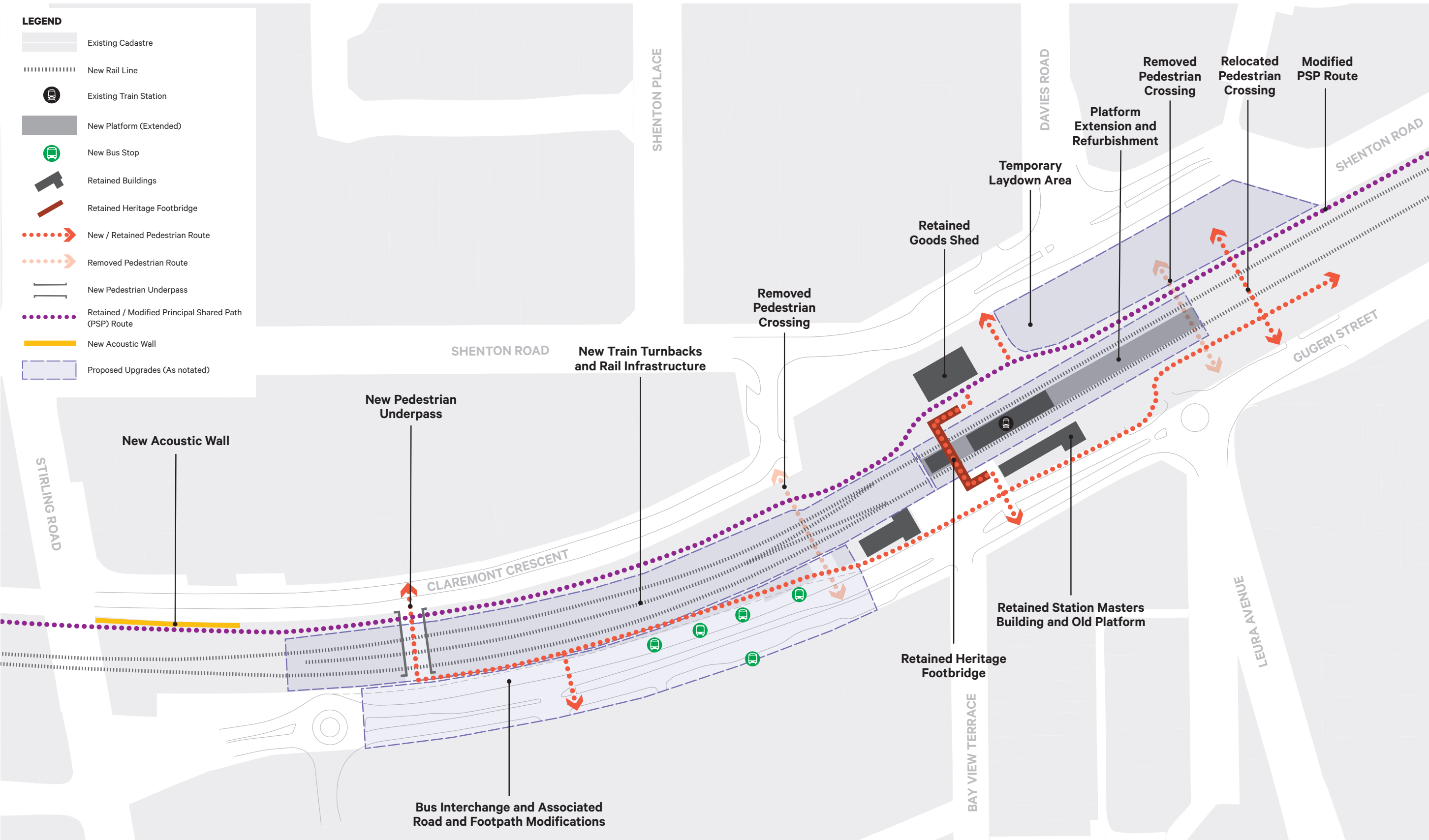


Figure 1. Stage 1 Masterplan

1. Introduction and Development Summary

This report has been prepared by **element**, on behalf of the Public Transport Authority (PTA), in support of a development application for required upgrades to the existing infrastructure in and around Claremont Railway Station (the Station).

The proposed upgrades form part of the State Government’s METRONET strategy and will play a crucial role in the operation of the Forrestfield-Airport Link (FAL). The upgrades will facilitate an increase in service frequency between the Perth and Claremont Stations, and will bring the Station in line with contemporary PTA operational and safety standards.

This application forms Stage 1 of a broader redevelopment of the Claremont Station Precinct (the Precinct) and comprises the following scope of works:

- Providing necessary train turnback facilities and supporting track work associated with the establishment of the FAL;
- Upgrading and extending the existing central platform to meet contemporary PTA standards and to accommodate increased service frequency;
- Permanent removal of the existing at-grade pedestrian crossing to the west of the Station;
- Relocation of the existing at-grade pedestrian crossing to the east of the Station;
- Providing a new pedestrian underpass to the west of the Station, connecting Claremont Crescent to the north of the rail line with Guger Street to the south;
- Constructing new acoustic walls to the west of the Station to mitigate noise and vibration associated with rail operations;
- Establishing a new bus interchange facility on Guger Street; and
- Realigning the existing Principal Shared Path (PSP) network in and around the Station Precinct.

Refer to Figure 1 – Stage 1 Masterplan

The Stage 1 works represent the urgent infrastructure upgrades required to support the FAL and are scheduled for completion in 2021. Future stages of the project will involve additional Station upgrades, including further platform extensions to accommodate six-car trains that will operate on the Fremantle Line and further upgrades to supporting Station infrastructure and pedestrian facilities. As well as facilitating the establishment of the FAL, the Station upgrade will also play a key role in the continued promotion of high-quality Transit-Oriented Development (TOD) in and around the adjoining Claremont Town Centre and the Claremont North East Precinct. In this regard, the station upgrades provide an exciting opportunity to attract further private sector investment to the Station Precinct and assist in delivering a vibrant town centre where people can choose to live, work and visit.

This report has been prepared to provide an overview of the Station Precinct and the proposed development, as well as an assessment against the relevant planning requirements and an examination of the planning merits of the proposal.

1.1 Project Team

The PTA has engaged a highly qualified planning and design consultant team for the Claremont Station project, as summarised in Table 1 (below).

Table 1 – Project Consultancy Team

Discipline	Consultant
Lead Design Consultant	GHD
Town Planning Consultant	element
Heritage Consultant	element
Design Consultant – bus interchange and underpass	Calibre, Cardno and SMEC



Figure 2. Artist impression of future six-car trains.

1.2 Planning Approvals Required

The PTA are considered to be an ‘Agent of the Crown’ for the purposes of undertaking public works development, which includes works associated with the construction of railways and associated infrastructure. As such, the proposed Station upgrades constitute public works undertaken by a public authority and are therefore exempt from the requirement to obtain planning approval under the Town of Claremont (the Town) Town Planning Scheme No. 3 (TPS3). However, the proposed works do require approval from the Western Australian Planning Commission (WAPC), in accordance with the provisions of the Metropolitan Region Scheme (MRS).

The proposed development is also located within an area that is the subject of a Planning Control Area (PCA) declaration made by the WAPC under Section 112 of the *Planning and Development Act 2005* (PD Act). The PCA establishes that the WAPC is responsible for all development control, including the determination of development applications within the specified PCA.

Refer to Figure 3 – Extent of PCA136

In accordance with the above, this application is seeking development approval from the WAPC for the proposed Station upgrades.

The applicable approval process is discussed in further detail at Appendix E.

Refer to Appendix E – Development Approvals Required

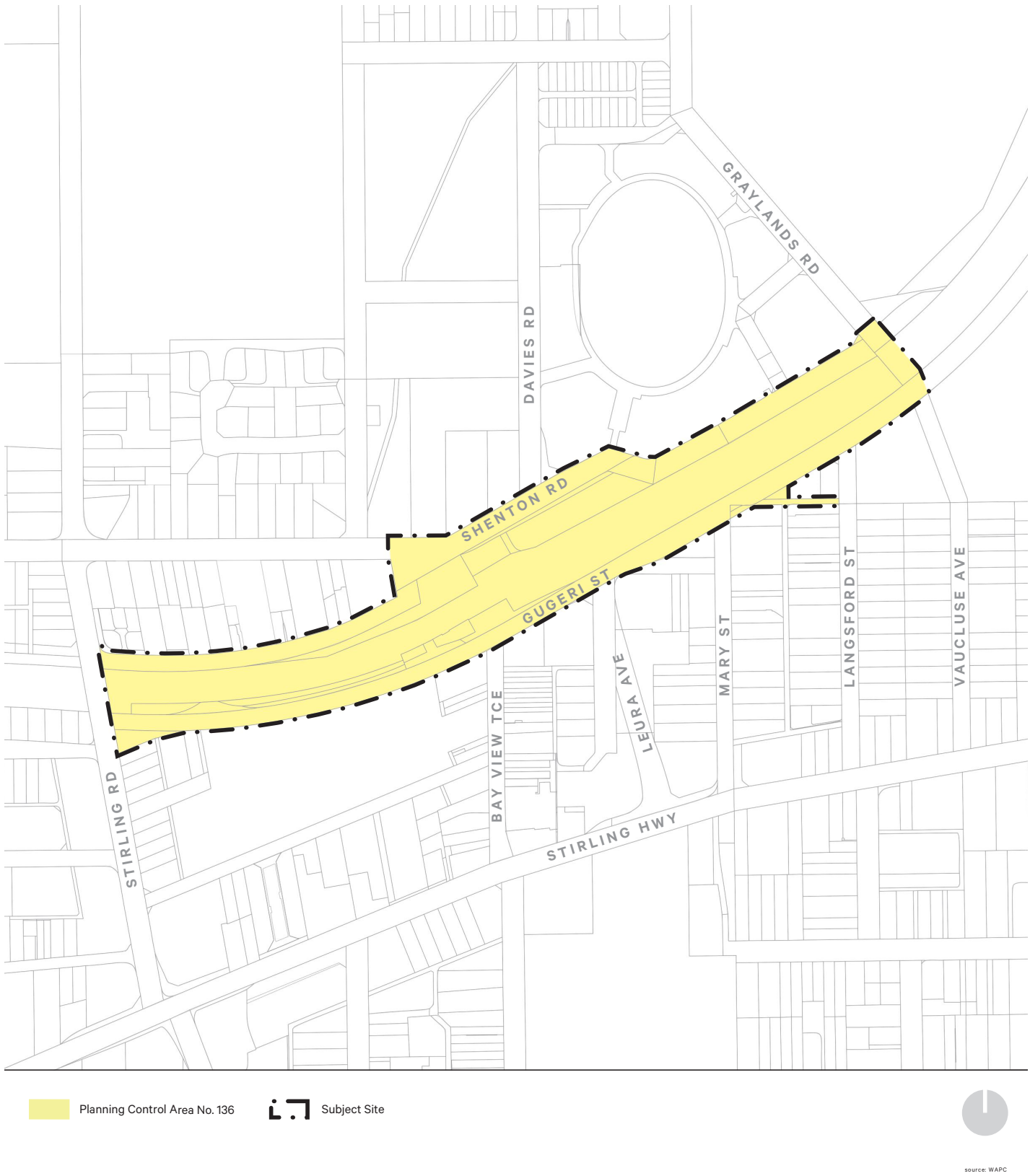


Figure 3. Extent of PCA136

2. Project Background

2.1 Strategic Context

The Claremont Station Project was announced by the State Government in 2018 and forms part of the first stage of the State Government's METRONET Strategy. METRONET represents the largest investment in public transport that Perth has seen and seeks to achieve a well-connected city with improved transport, housing and employment opportunities.

A key component of the first stage of METRONET is the completion of the FAL, which is a jointly Federal and State Government funded project that will significantly improve the way people in the eastern foothills of Perth are connected with the CBD and the wider metropolitan region. As well as creating a 20-minute train trip between the CBD and the eastern suburbs, the rail link will make access to Perth Airport quicker, easier and more affordable for Perth residents and visitors alike. By 2022 the FAL is expected to generate 20,000 passenger trips every day, increasing to 29,000 daily trips by 2031.

Refer to Figure 4 – METRONET Overview

As part of the establishment of the FAL, the frequency of train services will increase between the existing Claremont and Bayswater Stations, with a five-minute service frequency during peak times. To allow this to happen, trains must be able to turn back towards Perth at a second location on the Fremantle Line. After analysing a number of options, the PTA identified Claremont Station as the preferred location for this infrastructure because:

- It is located at the halfway point of the Fremantle Line, which is the ideal location for trains to maintain a higher frequency for inner-city stations;
- There is available space within the existing rail corridor to accommodate the necessary infrastructure for the turnback facilities; and
- Upgrading of the Station may act as a catalyst for increased private sector investment in and around the Claremont Town Centre, consistent with the intent of the State's METRONET strategy.

Accordingly, the proposed Station upgrades represent an important component of METRONET and the establishment of the FAL, which are key State Government infrastructure priorities offering significant community benefits.

In addition, the Station upgrade will also improve passenger experience at the Station, providing improved connections between bus and rail services, and enhancing pedestrian safety and accessibility in and around the Station Precinct.



Figure 4. METRONET Overview

2.2 Stakeholder Engagement

In refining the scope of the proposed development, the PTA has engaged extensively with key stakeholders including:

- The Town of Claremont;
- The Heritage Council of Western Australia (HCWA);
- The WAPC;
- The METRONET Taskforce;
- The Office of the Government Architect (OGA);
- Development WA (formerly LandCorp); and
- Main Roads WA (MRWA).

In addition, the PTA has also engaged with the State Design Review Panel (SDRP) and established Community Advisory Groups (CAGs) to provide feedback on the proposed upgrades.

The PTA has engaged extensively with all of the abovementioned stakeholders and modified the development strategy and upgrade design to address feedback that has been received, particularly from the Town, the SDRP and the CAGs. The stakeholder engagement has directly influenced the decision to pursue the upgrades to the Station in a staged manner. This will allow vital infrastructure upgrades to be delivered as part of the proposed Stage 1 scope of works, whilst enabling further collaboration with key stakeholders on the additional upgrades to be delivered in future stages of the project.

The feedback received from the Town and the CAGs has also specifically influenced the location and design of the proposed bus interchange, and the decision to construct a new pedestrian underpass to the west of the Station.

One of the CAGs was established specifically for residents of the Barnfield Road properties that directly abut the existing rail corridor, to address their specific concerns relating to construction and operational impacts associated with the proposed project works. The PTA will continue to engage with Barnfield Road residents to develop construction management and noise mitigation strategies as the detailed design progresses further post-planning approval.

2.3 Delivery Timeframes

Subject to obtaining development approval in a timely manner, construction of the Stage 1 scope of work will commence early in 2020 and is scheduled for completion in 2021.

It is critical that the delivery of the rail infrastructure portion of the project is delivered in time to support increased service frequency when trains begin operating on the FAL.

3. Site Analysis and Design Response

3.1 The Station Precinct

Claremont Railway Station is located along the Perth-Fremantle railway line in the suburb of Claremont and is one of the oldest extant passenger railway stations in the Perth Metropolitan Area.

The Station Precinct for the purposes of this application can be broadly described as the area that comprises PCA136, as shown in Figure 3. This includes:

- The railway reserve itself;
- Portions of the Shenton Road, Claremont Crescent and Guger Street road reserves;
- Land owned by or vested in the Town, the PTA and the WA Land Authority (Development WA); and
- Three (3) freehold lots owned by private entities, with works proposed over the two Mack Hall owned lots to the southwest of the main Station platforms.

Refer to Figure 3 – Extent of PCA136

A key component of the Station Precinct is its recognised cultural heritage values at a State and local level. The Station itself is listed as a permanent entry on the Stage Register of Heritage Places (Place No. 00486 – Claremont Railway Station). The register entry indicates that the Station comprises two storey former station and station master's quarters designed in the Federation Arts and Crafts style, two railway platforms linked by a passenger overbridge, signal cabin, goods shed, camphor laurel tree on the site of the former third platform and areas of former cattle yards. The Station has cultural heritage significance for the following reasons:

- *the Railway Station and Quarters, constructed in 1886, is the earliest extant railway station building on the Fremantle to Guildford line, opened in 1881;*
- *the Railway Station and Quarters is a fine early example of the Federation Arts and Crafts style of architecture typical of the work of the Public Works Department under the direction of Chief Architect George Temple Poole;*
- *the place includes one of only four station buildings constructed in Western Australia in the 1880s which incorporated the station and the Station Master's Quarters in one building;*
- *from 1905 to the 1970s, the place has been a major access point to the Royal Agricultural Showgrounds for which purpose the cattle yards adjacent to the station were developed; and*
- *the place is a landmark in the Claremont town centre where the station buildings visually terminate the northern end of Bay View Terrace, the main commercial centre of the town.*

The Station is also listed on the Town's TPS3 Heritage List and the Town's non-statutory Local Government Heritage Inventory.

In addition to these heritage listed structures, the Station Precinct also contains an existing public car parking facility to the north of the main Station, and a real estate office and associated car parking area on the northern side of Guger Street.

The Station is an important piece of regional transport infrastructure that serves as the halfway point of the Perth-Fremantle line. Its proximity to Stirling Highway also makes the Station a convergence point for bus and train services, establishing it as a key destination node in the regional transport network.

The Station Precinct also plays an important role in pedestrian and vehicle connectivity in the locality. The Station Precinct is bookended by vehicle underpasses to the east and west, forms a key part of the Principal Shared Path (PSP) pedestrian and cycle network in the locality, and includes three pedestrian crossing points that provide access across the rail corridor. The existing pedestrian crossing points comprise two at-grade pedestrian crossing to the east and west of the Station, and the existing heritage footbridge at the Station.

Refer to Figure 5 to 10 for Claremont Railway Station - site photography from various angles.





3.2 Surrounding Context

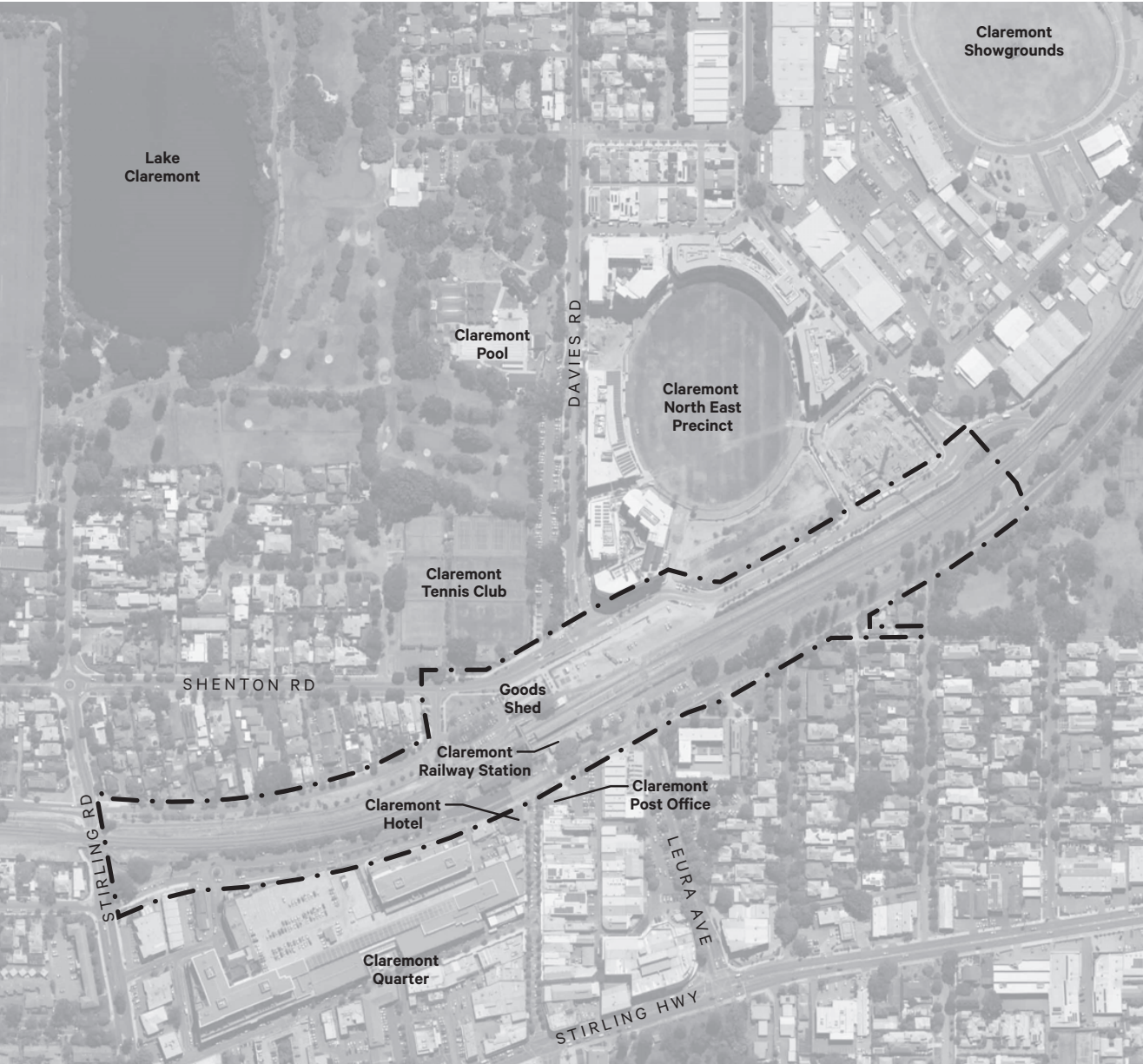
The Station is located immediately to the north of Bay View Terrace, along the northern periphery of the Claremont Town Centre. The town centre area is well established and situated along Bay View Terrace and St Quentin Avenue. It primarily comprises the Claremont Quarter Shopping Centre and surrounding low-scale commercial development. This includes the heritage listed Claremont Post Office and Claremont Hotel buildings located at the intersection of Bay View Terrace and Gugerri Street. Bay View Terrace as a whole comprises a cohesive group of one and two-storey commercial buildings that predominantly demonstrate the Federation period of architecture.

To the north of the existing rail corridor is the Claremont North East Precinct. This precinct includes a mix of residential, commercial, retail and recreational land uses, as well as the Claremont Tennis Club, Claremont Golf Course, Claremont Swimming Pool, Lake Claremont and the Claremont Showgrounds, all located within a 500 metre radius of the Station.

There is also existing low density residential development to the southeast and northwest of the Station.

Refer to Figure 11 – Site Context Plan

The WAPC’s Perth and Peel @3.5 million strategic planning framework identifies the Claremont Town Centre as a strategic location for intensification and activation within Perth’s western suburbs. The Town’s Local Planning Strategy also promotes more people living and working in direct vicinity to the town centre area.



Subject Site



Figure 11. Site Context Plan

3.3 Design Response

In accordance with the above, it is evident that the Station Precinct has significant heritage value at both the State and local level and that the proposed Station upgrades need to respond appropriately to the unique heritage values of the precinct. On this basis, the heritage context has been a key consideration in formulating the design proposal, along with other key issues relating to pedestrian connectivity, traffic flow and safety. This has resulted in a proposal that appropriately addresses the ten principles of good design under the WAPC’s State Planning Policy 7.0 – Design of the Built Environment (SPP7.0), as summarised in the following table.

Design Response – Assessment Against SPP7.0	
Context and Character	
Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	<p>The design proposal retains all items of identified heritage significance, so as to retain their contribution to the character and sense of place of the local area.</p> <p>The proposal will also incorporate heritage interpretation works to enhance understanding of the local heritage context.</p>
Landscape Quality	
Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The Stage 1 design proposal prioritises the retention of existing trees and landscaping features. A detailed landscaping proposal will be developed as part of the broader Station upgrades that will be delivered in the future stages of the project.
Built Form and Scale	
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.	In response to feedback received from key stakeholders, the Stage 1 scope of works comprises of key infrastructure upgrades only, with limited new built form elements. As such, the existing character of the local area will be essentially unchanged.
Functionality and Build Quality	
Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.	<p>The design proposal has been carefully considered to ensure functionality for end users, with a focus on upgrading passenger and pedestrian facilities in the Station Precinct.</p> <p>The proposal retains and enhances pedestrian and cyclist connections throughout the Station Precinct, and improves connections between bus and train services.</p>
Sustainability	
Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	The proposed development enhances pedestrian amenity in the area and promotes the use of public transport as an alternative to private car use.
Amenity	
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 proposed pedestrian path upgrades, new underpass and improved public transport services represent a significant amenity improvement for the local community. The Stage 1 works will support the range of amenities on offer within the Claremont Town Centre and Claremont North East Precinct.
Legibility	
Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.	<p>The development provides clearly defined and legible connections throughout the Station Precinct, including new connections across the rail corridor, and between the main Station and the proposed bus interchange facility.</p> <p>The proposed connectivity arrangements have been developed in collaboration with key stakeholders, including the Town.</p>

Design Response – Assessment Against SPP7.0	
Safety	
Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	<p>Pedestrian and passenger security have been a key consideration in the design, particularly in terms of upgrading the platform infrastructure to meet current PTA safety and access requirements through the installation of tactile paving treatments, safety fencing and the like.</p> <p>The provision of a grade-separated pedestrian underpass will also improve safety for pedestrians and cyclists, reducing conflict with the rail corridor. The delivery of defined pedestrian paths on the northern side of Guger Street (to the west of the Station) will also enhance pedestrian safety.</p>
Community	
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.	<p>The proposal represents a contemporary upgrade of an important piece of rail transport infrastructure to facilitate increased service frequency, for the benefit of the local community.</p> <p>The proposed platform upgrades will also bring the Station into compliance with current universal access requirements, to cater for the diverse needs of the local community.</p>
Aesthetics	
Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	<p>The proposed development prioritises the retention of existing heritage structures as the dominant Station features, in recognition of their aesthetic value and contribution to local streetscape character.</p> <p>The staging of the proposed development will enable ongoing engagement with key stakeholders in refining the design of the broader Station upgrades and built form elements to be delivered as part of the future stages of the project.</p> <p>The contemporary Station upgrade design may also act as a catalyst for the ongoing redevelopment of the Claremont Town Centre as a high-quality, mixed-use development precinct.</p>

3.4 State Design Review Panel Engagement

In formulating the design proposal, the project team has also engaged with the SDRP on the PTA’s plans for the Station Precinct as a whole. The decision to stage the project delivery has been a direct result of the feedback received from the SDRP and will allow the vital Stage 1 infrastructure upgrades to be delivered in a timely manner, whilst enabling further consideration of other key design matters relevant to the broader Station Precinct. In addition, a number of design changes have been made to the Stage 1 scope of works in response to the advice received from the SDRP, including:

- Minimising impact to the State heritage listed components of the existing Station;
- Retaining access to the Station via the existing heritage footbridge;
- Relocation of the existing at-grade pedestrian crossing to the east of the Station, to retain pedestrian connectivity until the Stage 2 works are undertaken; and
- Relocating and minimising the footprint of the proposed bus interchange facility, with provision of an on-street facility on Guger Street as suggested by the SDRP.

The PTA has since met with the OGA to close out the SDRP review process for the Stage 1 works. The OGA advised that, having regard to the changes made in response to the previous SDRP comments, and the reduced project scope, further review by the SDRP is not warranted for the Stage 1 scope of works that are subject to this development application.

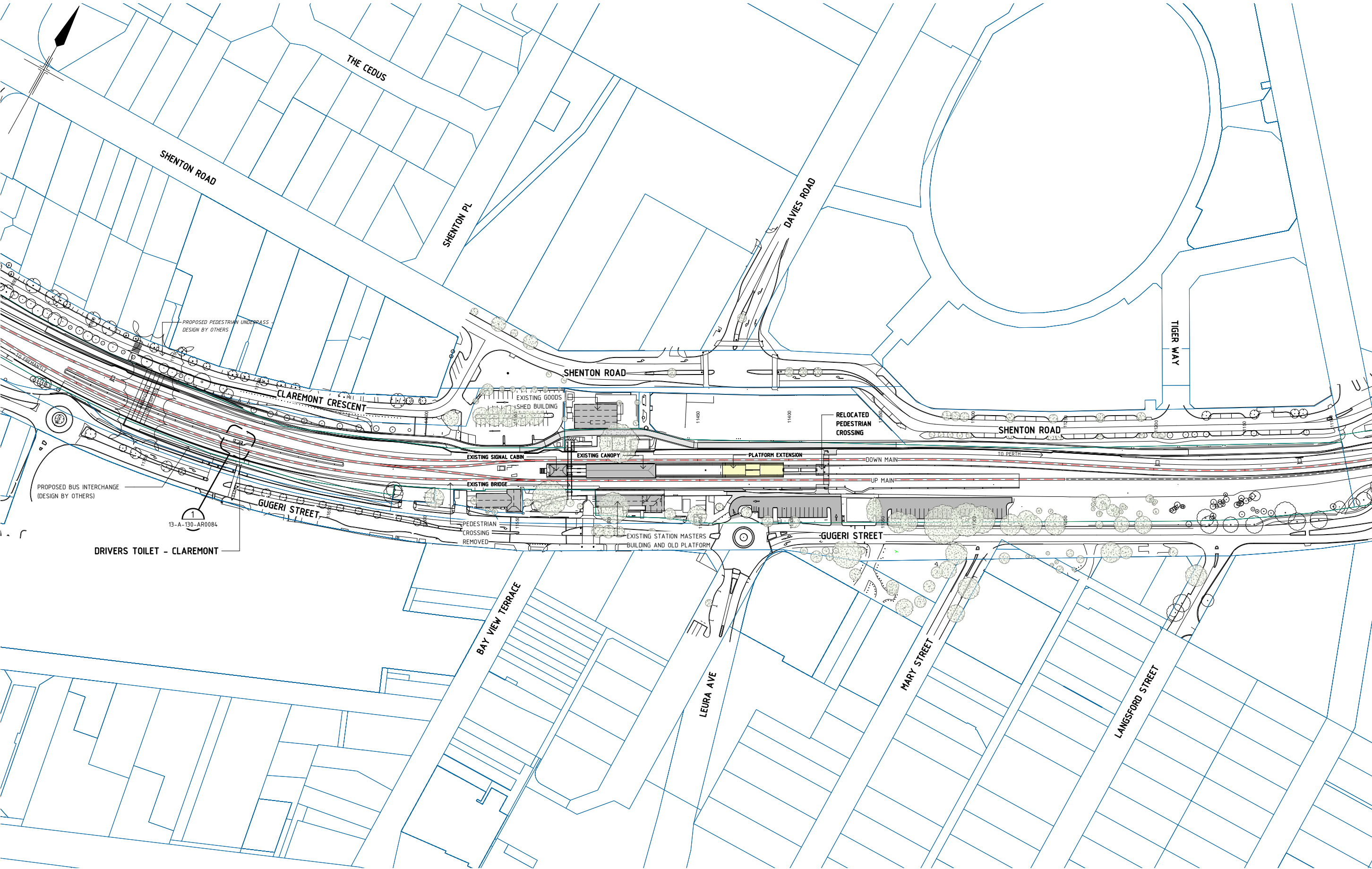


Figure 12. Detailed Masterplan

4. Proposed Development

As noted above, this application seeks approval for the Stage 1 works associated with a broader redevelopment of the Station Precinct and comprises the following scope of works:

- Providing necessary train turnback facilities and supporting track work associated with the establishment of the FAL;
- Upgrading and extending the existing central platform to meet contemporary PTA standards and accommodate increased service frequency;
- Permanent removal of the existing at-grade pedestrian crossing to the west of the Station;
- Relocation of the existing at-grade pedestrian crossing to the east of the Station;
- Providing a new pedestrian underpass to the west of the Station, connecting Claremont Crescent to the north of the rail line with Guger Street to the south;
- Constructing new acoustic walls to the west of the Station to mitigate noise and vibration associated with rail operations;
- Establishing a new bus interchange facility on Guger Street; and
- Realigning the existing PSP and footpath network in and around the Station precinct.

Refer to Appendix B – Development Plans

In addition, this application seeks approval for a temporary laydown area to the north of the Station within the Claremont North East Precinct for the duration of construction, to be located on Lot 512 on Deposited Plan 405797.

Refer to Appendix C – Temporary Laydown Area Plans

The proposed upgrades will facilitate an increase in service frequency between the Claremont and Perth Stations as part of the establishment of the FAL. This will enable up to 15 train services per hour during peak periods, representing a considerable increase in service frequency that will have significant regional transport benefits.

Future stages of the project will be subject to separate applications for development approval. This will include further platform extensions, and additional upgrades to supporting Station infrastructure and associated pedestrian and cyclist facilities.

4.1 Train Turnback Facilities

The proposed train turnback facilities are located immediately to the west of the Station, and will enable trains to terminate at Claremont Station and turn back towards Perth Station. This represents critical track infrastructure required to support the establishment of the FAL, as discussed previously in this report.

The train turnback facilities include a small platform that is not accessible to the public and new driver toilet facilities required to meet current PTA standards for employees. The driver's toilet will be a prefabricated structure with a lightweight panelised wall system and Colorbond metal roof sheeting with concealed fixings. This will allow the new toilet facility to be established with minimal construction intrusion in the rail corridor.

As discussed in detail at Appendix E, the proposed train turnback facilities are considered to constitute permitted development within the existing railway reserve, for which planning approval is not required under the MRS. Notwithstanding, the proposed train turnback facilities have been shown on the development plans at Appendix B, for completeness.

Refer to Appendix E – Development Approvals Required

Refer to Appendix B – Development Plans

Additional train turnback facilities are also proposed to the west of the Stirling Road underpass, outside PCA 136. Consistent with the above, these works are also exempt from the requirement to obtain planning approval, in accordance with applicable exemptions under the MRS. Notwithstanding, the indicative plans for the new facilities to the west of the Stirling Road underpass are included as Appendix D, for information only. These plans include the train turnback facilities and a new signals equipment room to be located within the existing railway reserve to the west of the Stirling Road.

Refer to Appendix D – Swanbourne Station Plans

4.2 Platform Upgrades

The primary aim of the proposed platform upgrades is to ensure compliance with current PTA and disability access requirements. This will involve:

- Reducing the width of the western end of the platform to 6.20 metres, in order to accommodate new track requirements. This portion of the platform will remain usable as a means of access to or through the heritage footbridge but will otherwise be inactive. Safety fencing will be installed on both sides of this portion of platform to prevent falling hazards;
- Raising the height of the existing platform to meet current PTA standards;
- Extending the existing platform on its eastern elevation to accommodate four-car trains, including the relocation of the eastern at-grade pedestrian crossing;
- Installation of new paving and drainage; and
- Installation of new tactile pavement treatments to meet current PTA standards.

In addition, the proposed platform upgrades include:

- The retention and refurbishment of the existing heritage canopy, with the space underneath used for seating, staff facilities and a customer service office. This will include re-use of the existing timber seating in the patron waiting area where feasible; and
- Refurbishment of the existing customer service office under the heritage canopy, including a new internal fitout, new window and door openings, and recladding of the building exterior.

The above works are discussed in detail in the Heritage Impact Statement (HIS) that is enclosed as Appendix G. It is noted that the heritage works comprise of a refurbishment of existing structures only, with no changes to the existing building envelopes.

Refer to Appendix G – Heritage Impact Statement

4.3 Pedestrian Accessibility Works

As part of the proposed platform upgrades identified above, this application proposes the relocation of the existing at-grade pedestrian crossing to the east of the Station and the permanent closure of the existing at-grade pedestrian crossing to the west of the Station.

To offset the loss of the western at-grade crossing, the application proposes the construction of a new pedestrian underpass, to be located approximately 200 metres west of the Station. The new pedestrian underpass will provide a safer, grade-separated connection between Claremont Crescent and Guger Street, connecting into the proposed PSP and existing footpath network.

Access to the Station via the exiting heritage footbridge will also be retained as part of the Stage 1 works.

Refer to Figure 13 – Pedestrian Movement Networks

Improvements to, and realignment of, the existing PSP and footpath network in and around the Station precinct are also proposed, as shown in the development plans at Appendix B.

Pedestrian access and connectivity will also be further considered as part of the Stage 2 scope of works.

Refer to Appendix B – Development Plans

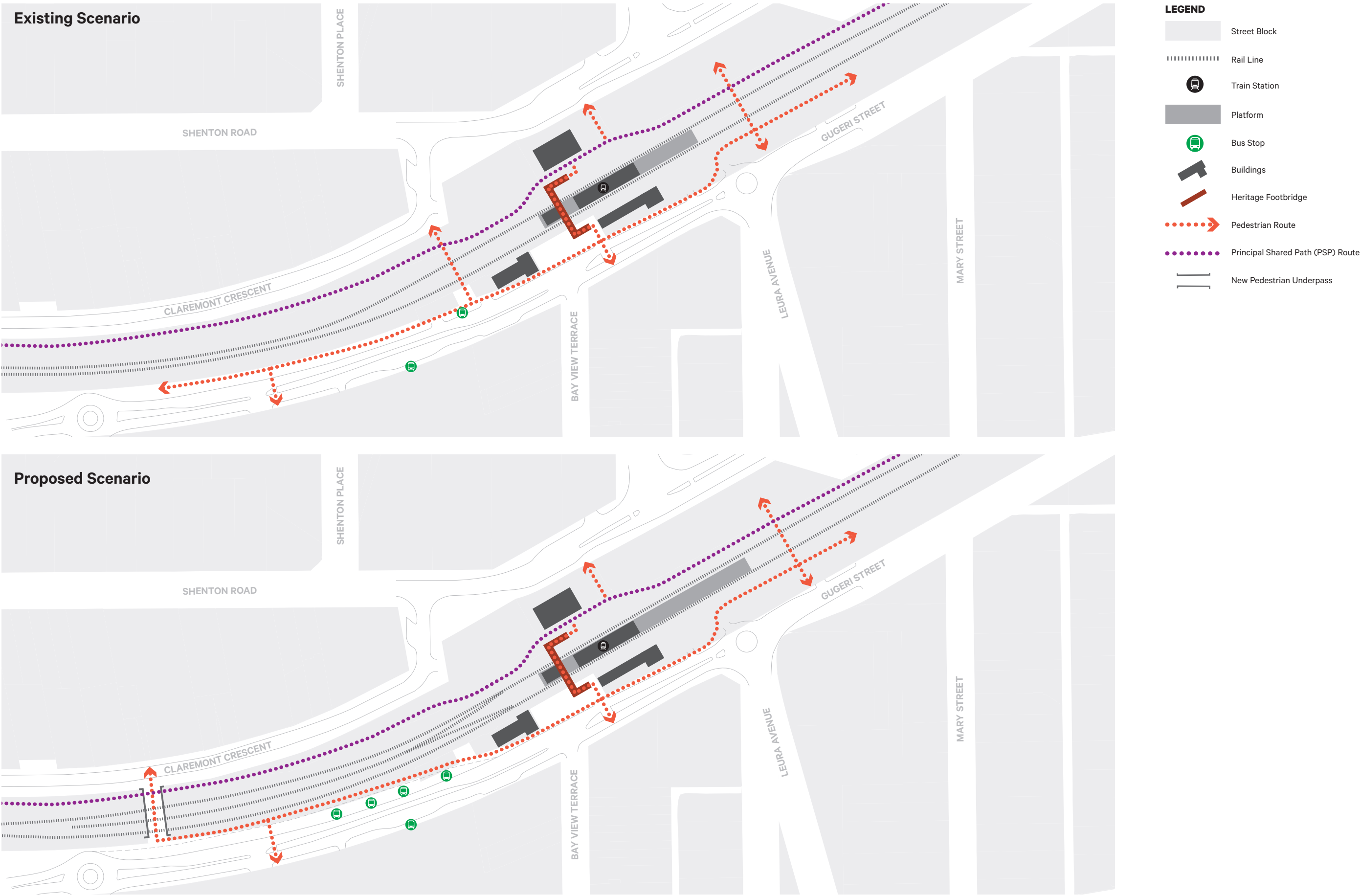


Figure 13. Pedestrian Movement Networks

4.4 Acoustic Walls

Proposed acoustic walls are located to the west of the Station, adjacent to a portion of Claremont Crescent to the north of the rail corridor, as shown in the detailed noise and vibration assessment that is included as Appendix H. The acoustic walls will be of solid masonry construction with a surface density of not less than 15kg/m², to effectively mitigate air-borne noise emissions. Ground-borne noise and vibration will also be mitigated through detailed specifications for the construction of the new railway tracks, as detailed in the noise and vibration assessment at Appendix H.

Refer to Appendix H - Noise and Vibration Assessment

As discussed in detail at Appendix C, and by virtue of the applicable exemptions for undertaking public works on reserved land under the MRS, the acoustic walls are considered to be exempt from the requirement to obtain planning approval under the MRS. Notwithstanding, the acoustic walls have been shown on the development plans at Appendix B, for completeness.

Refer to Appendix B – Development Plans

Refer to Appendix E – Development Approvals Required

Additional acoustic walls will also be installed to the west of the Stirling Road underpass as part of the broader project. These works are also considered to be exempt from the requirement to obtain planning approval under the MRS, being located wholly within the existing railway reserve to the west of Stirling Road.

It is also noted that the PTA is investigating the use of rail web dampers to reduce the extent of required acoustic walls, subject to detailed design post-approval of this development application.

4.5 Bus Interchange Facility

In response to feedback from the Town and the local community, upgraded bus interchange facilities are proposed as an expansion of the existing on-street bus stop facilities on Guger Street, to the west of the Station.

The proposal comprises an on-road bus interchange that is accessed via the existing east bound bus lane on the north side of Guger Street. The design concept provides:

- Three (3) active bus bays for 12.5 metre rigid Transperth buses;
- One (1) active bus bay for a 19 metre articulated Transperth bus;
- One (1) layover bus bay for a 12.5 metre rigid Transperth bus; and
- One (1) layover bus bay for a 19 metre articulated Transperth bus.

The design also incorporates new bus shelters and pedestrian paths as indicated in the plans at Appendix B.

Refer to Appendix B – Development Plans

The proposed bus interchange upgrades necessitate changes to the road alignment on Guger Street, including modifications to the existing median strip and relocation of existing traffic signals, as indicated in the plans at Appendix B. An existing bus stop located on the southern side of Guger Street, opposite the proposed bus interchange facility, will also be modified as part of the scope of works.

In addition, the existing private car parking at Lot 14153 (No. 35) Guger Street will be removed to accommodate the proposed bus interchange facility, with the PTA to acquire this land from the existing owners.

However, the location of the proposed bus interchange facilities enables the existing configuration of roundabouts on Guger Street to be retained and ensures that the bus interchange facilities are located within the existing railway reserve to provide enforcement powers for the PTA's transit officers.

4.6 Drainage, Utilities and Services

To facilitate the proposed Station upgrades a number of upgrades will also be required to supporting infrastructure, including;

- Upgrading of existing utilities connections;
- Modifications to existing drainage infrastructure;
- Relocation of traffic signals and road infrastructure to accommodate the proposed bus interchange, as noted previously; and
- New and refurbished wayfinding signage to meet current PTA standards.

4.7 Temporary Laydown Area

The application also seeks approval for the use of Lot 512 on Deposited Plan 405797, located to the north of the existing Station within the Claremont North East Precinct, as a temporary laydown area for the duration of construction. This arrangement is depicted in the temporary laydown area plans that are enclosed as Appendix C. The scope of works will include:

- Removal of existing landscape features;
- Temporary relocation of the existing PSP on the northern side of the rail corridor;
- Enlargement of the existing drainage basin on Lot 512; and
- Installation of construction fencing and associated access gates in and around Lot 512.

Arrangements for the temporary laydown area will be further detailed in the Construction Management Plan (CMP) that will be prepared prior to the commencement of works.

The PTA has an agreement in place with Development WA to use Lot 512 for this purpose.

Refer to Appendix C – Temporary Laydown Area Plans

4.8 Construction Methodology

The construction works associated with the proposed Stage 1 upgrades are to be undertaken in a staged manner, to retain pedestrian access across the railway line and to minimise disruption to service provision and pedestrian paths during the construction phase. Construction is scheduled to commence early in 2020 and is due for completion in 2021.

To facilitate the proposed upgrades, periodic shutdowns of the Station will need to occur throughout the construction phase. During these times, train replacement bus services will be provided to convey Claremont Station patrons to and from Karrakatta Station, to ensure uninterrupted service delivery on the Perth to Fremantle line. Showgrounds Station will also be in use during these times as an alternative option.

Construction works will also be managed to ensure protection of key heritage elements on the main Station platform. This will include retaining and protecting the main heritage canopy in situ as part of the platform upgrades, as detailed in the HIS that is enclosed as Appendix G.

Refer to Appendix G – Heritage Impact Statement

5. Design Commentary

5.1 Functionality and Connectivity

Functionality, safety and connectivity have been key considerations in the design of the Stage 1 works, with a focus on successfully integrating existing heritage fabric with the need to provide functional station infrastructure that meets current PTA standards and the future needs of customers.

The PTA promote and support direct, legible and comfortable access to and through stations for pedestrians and cyclists, and are committed to promoting universal access in station design. This has resulted in a design concept that prioritises:

- Platform upgrades that improve universal access to and within the Station, in accordance with the *Disability Discrimination Act 1992*;
- A step free path of travel to the main Station platform via the relocated at-grade pedestrian crossing to the east of the Station;
- Providing grade-separated access across the rail corridor via the new pedestrian underpass to the west of the Station, which will improve safety and convenience for pedestrians and cyclists traversing the rail corridor; and
- Staging construction to ensure retention of pedestrian access across the rail corridor at all times.

The proposed design also provides an efficient bus-train transfer facility that will support public transport mode share growth into the future. This has been achieved in large part through the provision of the proposed on-street bus interchange on the northern side of Guger Street. New bus shelters will provide shade and amenity for patrons, with the provision of new pedestrian paths on the northern side of Guger Street.

The proposed development also maintains a functional road layout, as detailed in the supporting traffic report that is enclosed as Appendix I. The report considers the modifications required to the existing Guger Street road corridor to accommodate the proposed bus interchange, and the anticipated impact of the bus interchange on the operation of the local road network. The report concludes that:

- Subject to relocation of primary medians and associated lighting, lane widths can be modified to provide for bus operations and road user operations to acceptable standards for function and safety; and
- The proposed facilities are not expected to significantly affect the level of service currently being experienced by road users.

Refer to Appendix I - Traffic Report

5.2 Benefits for the Local Community

In addition to providing improved functionality and connectivity, the local community will benefit from the increased frequency of train services to and from the Station during peak periods. The proposed bus interchange will also enable expanded bus operations and better integration between bus and train services, for the benefit of the local community. These benefits combine to produce an attractive and viable alternative to private car use, consistent with the State's strategic planning direction, which in turn reduces congestion on the local road network and improves air quality through reduced fossil fuel consumption.

The proposed service upgrades will also support the ongoing development of the Claremont Town Centre and Claremont North East Precinct as a key TOD, exhibiting a higher-density, mixed-use form of development that accords with the established strategic planning direction at a State and local level. This will result in increased investment in the region that can enhance the range of community amenities and services offered within the Claremont Town Centre for the benefit of the existing and future community.

5.3 Heritage Conservation

As noted previously, the recognised cultural heritage significance of the Station has been a key consideration in formulating the design proposal for the Stage 1 upgrades. Accordingly, this application is accompanied by a HIS that considers the potential heritage impact of the proposed works in accordance with the applicable guidelines developed by the Department of Planning, Lands and Heritage.

The proposed scope of works has been carefully considered to minimise any unnecessary impact to the existing heritage fabric. Direct heritage impacts have been confined to the central platform only and comprise the minimum extent of intervention required to meet the PTA's operational requirements. These interventions include:

- Demolition of a portion of the central platform to ensure structural compliance and meet current and future operational requirements;
- Partial demolition works to accommodate new window and door openings for the refurbished customer service office;
- Removal of infill timber panels to the customer service office roof space; and
- New internal fitout works for the customer service office.

A range of conservation works will also be undertaken to the customer service office and central heritage canopy, as detailed in the accompanying HIS.

The existing heritage footbridge and heritage canopy are to be retained and protected in situ during construction. All other heritage items in the broader Station Precinct will not be directly affected by the proposed construction works.

Having due regard to the above, and recognising that the proposed works represent a necessary upgrade to accommodate the continued operation of the Station for its original use, the HIS concludes that the proposed works are acceptable and that any potential impacts are largely mitigated by the conservations outcomes that will be delivered.

The proposal retains the overall setting of the Station as a whole and the refurbishment of the middle platform, customer service office and associated furniture have been well considered to respect the heritage values of the place. This allows the highly significant landmark value of the Station to be retained and conserved.

For further details, please refer to the HIS that is included as Appendix G.

Refer to Appendix G – Heritage Impact Statement

5.4 Noise and Vibration Management

The PTA acknowledges that the proposed increase in service frequency has the potential to increase noise and vibration emissions to surrounding noise-sensitive land uses, such as existing housing, and is committed to mitigating these impacts to protect the community from unreasonable levels of transport noise.

As such, the PTA has commissioned a noise and vibration assessment that considers required mitigation measures to ensure compliance with the requirements of State Planning Policy 5.4 – Road and Rail Noise (SPP5.4). This has resulted in the inclusion of the proposed acoustic walls to the west of the Station to mitigate air-borne noise emissions, and detailed specifications for the new railway tracks to mitigate ground-borne noise and vibration emissions.

Refer to Appendix H - Noise and Vibration Assessment

Ongoing assessment and verification of these measures will also occur to ensure the railway operations comply with the prescribed standards of the Environmental Protection (Noise) Regulations 1997 and SPP5.4.

A specific noise and vibration management plan will also be developed for the construction phase, as part of the preparation of a broader Construction Management Plan (CMP) for the project. It is anticipated that the requirement for the preparation of this plan will be included as a condition of development approval.

5.5 Planning Merit

In addition to the above, the proposed development has been assessed to be consistent with the principles of orderly and proper planning, on the basis that the proposed development:

- Represents a key regional transport infrastructure upgrade that will support the establishment of the FAL as a key part of METRONET;
- Forms a logical extension of the existing Station infrastructure, offering increased functionality for passengers and pedestrians;
- Will facilitate increased service frequency during peak periods, thereby maximising the use of and adding value to an important piece of existing public transport infrastructure;
- Is consistent with the State's Perth and Peel @ 3.5 Million strategic planning framework in terms of promoting efficient public transport services to support the ongoing development of the Claremont Town Centre;
- Is consistent with the Town's Local Planning Strategy, which identifies the Station as a focal point for the ongoing evolution of the Claremont Town Centre as a higher density, transit-oriented development precinct;
- Is entirely consistent with the reservation and zoning of the Station precinct under the MRS, as detailed in Appendix E of this report; and
- Will enhance the amenity of the locality through improved public transport, pedestrian and cyclist infrastructure, and the retention of existing heritage character.

On the basis of the above, the proposed development represents an appropriate and desirable outcome for the Station Precinct, and therefore has significant planning merit.

6. Summary and Conclusion

This report has been prepared by **element**, on behalf of the PTA, in support of the proposed Stage 1 infrastructure upgrades in and around Claremont Railway Station.

This report demonstrates that the proposed development is consistent with applicable local and regional planning framework considerations and, for reasons articulated within this report, the proposed development is considered to be consistent with the principles of orderly and proper planning.

As a crucial part of the State's METRONET strategy and the establishment of the FAL, the proposed upgrades represent a well-considered design solution that will:

- Facilitate the operation of the FAL through the provision of dedicated train turnaround facilities;
- Enhance the capacity of the Station to enable increased service frequency and the provision of direct services through to the FAL;
- Improve passenger experience at the Station through improved connections between bus and rail services, for the benefit of the local community; and
- Improve pedestrian and cyclist movement in and around the Claremont Station precinct.

In accordance with the above, the support of the Town and the approval of the WAPC are respectfully requested. In order to ensure the timely delivery of this important regional infrastructure project, it is also respectfully requested that development approval is issued by the WAPC within the applicable statutory timeframe.

Appendix A

Detailed Site Description

Property Description and Tenure

As noted previously in this report, Claremont Railway Station is located on the Perth to Fremantle railway line, on the northern periphery of the Claremont Town Centre. The Station is one of the oldest extant passenger railway stations in the Perth Metropolitan Region and is located approximately nine (9) kilometres southwest of the Perth CBD. The Station is an important piece of regional transport infrastructure that serves as the halfway point of the Perth-Fremantle line. Its proximity to Stirling Highway also makes the Station a convergence point for bus and train services, establishing it as a key destination in the regional transport network.

Refer to Figure 14 - Location Plan

The Station Precinct for the purposes of this application can be broadly described as the area that comprises PCA136. This includes:

- The railway reserve itself;
- Portions of the Shenton Road, Claremont Crescent and Guger Street road reserves;
- Land owned by or vested in the Town, the PTA and the WA Land Authority (Development WA); and
- Three (3) freehold lots owned by private entities, with works proposed over the two (2) Mack Hall owned lots to the southwest of the main Station platforms.

The main Station comprises the two (2) storey former station and station master’s quarters designed in the Federation Arts and Crafts style, two (2) railway platforms linked by a passenger overbridge, signal cabin, goods shed, camphor laurel tree on the site of the former third platform and areas of former cattle yards. The broader Station Precinct also contains an existing public car parking facility to the north of the main Station, and a real estate office and associated car parking area on the northern side of Guger Street.

The Station Precinct is identified as having considerable heritage significance, as discussed below, and also plays an important role in pedestrian, cyclist and vehicle connectivity in the area. The Station Precinct is bookended by vehicle underpasses to the east and west, forms a key part of the Principle Shared Path (PSP) network in the locality, and includes three existing pedestrian crossing points that provide pedestrian and cyclist access across the rail corridor.

The following table identifies the relevant landholdings that will be directly impacted by the proposed development. Copies of the Certificates of Title, where relevant, are enclosed as Appendix J.

Refer to Appendix J – Certificates of Title

Table 4: Land Description

Street Name	Description	Title	Lot on Plan	Owner
Guger Street, Claremont	Road	N/A	PIN 11659068	State of WA / Town of Claremont
Claremont Crescent, Claremont	Road	N/A	PIN 11659069	State of WA / Town of Claremont
Shenton Road, Claremont	Road	N/A	PIN 11659071; 12237518; 12237517; 12237516	State of WA / Town of Claremont
Guger Street, Claremont	Road	LR3141/497	Lot 2 on Deposited Plan 52741	State of WA / Town of Claremont
Guger Street, Claremont	Crown Reserve 52229	LR3168/73	Lot 9008 on Deposited Plan 407807	State of WA / PTA

Street Name	Description	Title	Lot on Plan	Owner
Shenton Road, Claremont	Freehold	2667/388	Lot 11578 on Deposited Plan 190162	Town of Claremont
Guger Street, Claremont	Freehold	2760/722	Lot 500 on Deposited Plan 64548	Town of Claremont
Shenton Road, Claremont	Crown Reserve 52924	LR3168/71	Lot 8005 on Deposited Plan 407807	State of WA / WA Land Authority
Shenton Road, Claremont	Freehold	2949/844	Lot 512 on Deposited Plan 405797	WA Land Authority
35 Guger Street, Claremont	Freehold	2215/389 & 2215/390	Lots 14152 & 14153 on Deposited Plan 26656	Evelyn Ann Hall & James Mackenzie Hall

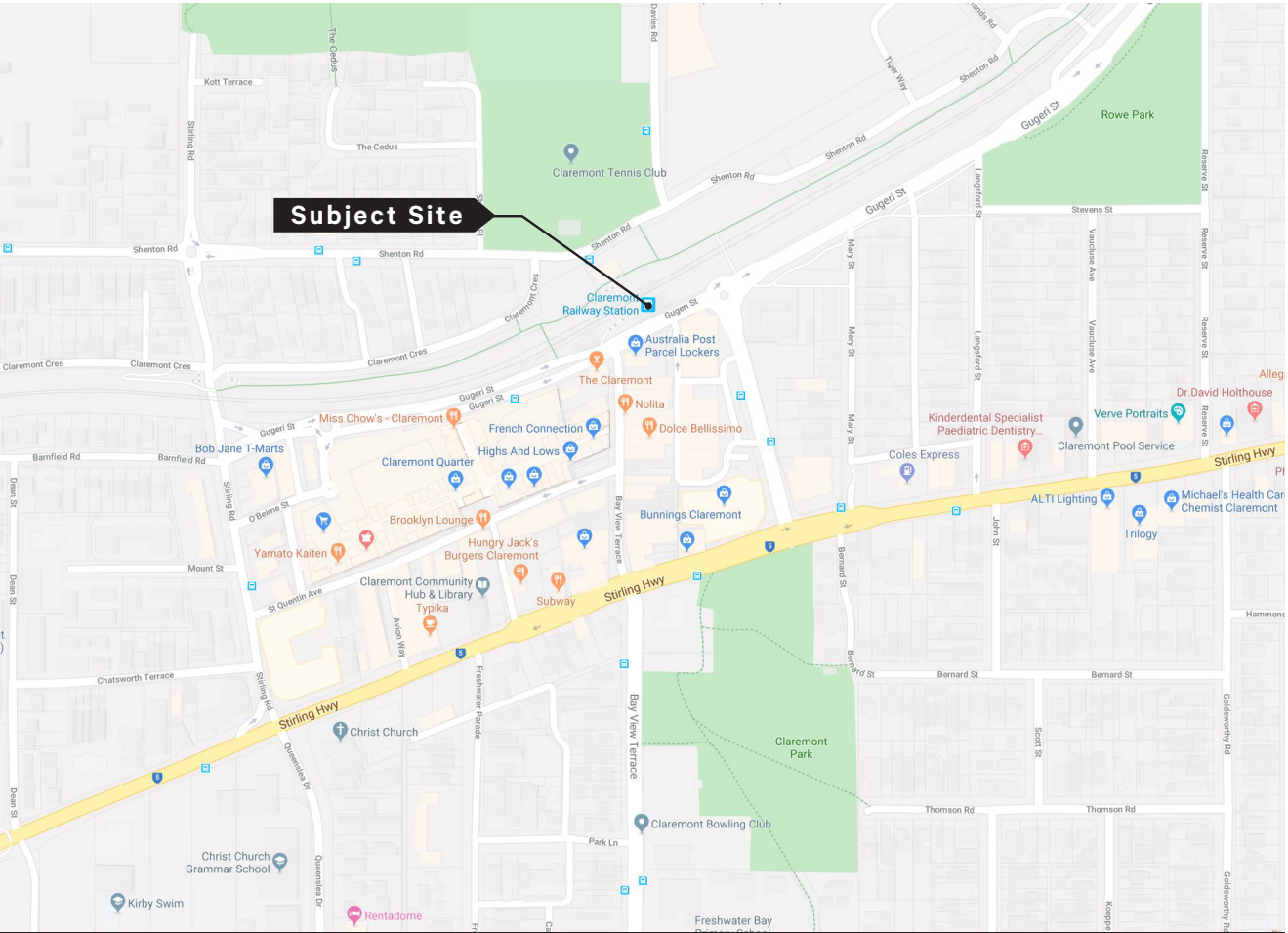


Figure 14. Location Plan



source: googlemaps

Environmental and Heritage Considerations

Originally constructed in 1886, Claremont Station is listed as a permanent entry on the State Register of Heritage Places (Place No. 00486 – Claremont Railway Station), and includes a number of significant elements, including:

- The former station and station master’s quarters, constructed in 1886;
- The central platform, waiting shelter and former ladies waiting room;
- The U-shaped pedestrian overpass bridge;
- The former signal cabin; and
- The adjoining goods shed and former cattle yard.

In addition to the State heritage listing, the site is also listed on the Town’s Local Government Heritage Inventory as the ‘Claremont Railway Station Heritage Area’, representing a cohesive railway-oriented group of exceptional significance, with a ‘Category A’ management listing.

Further details on the heritage significance of the site can be found in the supporting Heritage Impact Statement (HIS) that is included as Appendix G.

Refer to Appendix G – Heritage Impact Statement

In addition to the above, a desktop search indicates that the subject site:

- Has no known Aboriginal heritage significance;
- Is not located within a bushfire prone area;
- Contains no registered contaminated sites; and
- Has low to no risk of acid sulphate soils.



Figure 15. Historical photography, showing view along Claremont Railway Station looking west from the former eastern footbridge with the western pedestrian footbridge in the background, 1906. (Source: State Library of WA).



Figure 16. Historical photography, showing the western pedestrian footbridge and platform shelter (Source: Rail Heritage WA).



Figure 17. Historical photography, showing Claremont Railway Station between 1910 and 1920 with the former eastern footbridge in the background. (Source: State Library of WA).



Figure 18. Historical photography, showing view of the western pedestrian footbridge and platform shelter. (Source: Rail Heritage WA).