



Ballajura Station Precinct

IMPROVEMENT SCHEME REPORT | AUGUST 2025



Department of **Planning,**
Lands and Heritage

Ballajura Station Precinct

Improvement Scheme Report

August 2025

Prepared by Department of Planning, Lands and Heritage

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Plans in this document are concept illustrations only. Detailed built form, site boundaries, layouts and landscaping are yet to be determined, subject to further detailed planning.

Aboriginal and Torres Strait Islander people are advised that this publication may contain images or names of people who are deceased.

Acknowledgment of Country

The Department of Planning, Lands and Heritage acknowledges Aboriginal people as the traditional custodians of Western Australia. We pay our respects to the Ancestors and Elders, both past and present, and the ongoing connection between people, land, waters and community. We acknowledge those who continue to share knowledge, their traditions and culture to support our journey for reconciliation. In particular, we recognise land and cultural heritage as places that hold great significance for Aboriginal people.

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Executive Summary

This *Ballajura Station Precinct Improvement Scheme Report* (Scheme Report) has been prepared by the Department of Planning, Lands and Heritage to inform implementation of the *Ballajura Station Precinct Improvement Scheme No. 1* (Improvement Scheme) and to guide the delivery of a contemporary transit oriented development (TOD) within the Ballajura Station Precinct (Scheme area).

Ballajura Station is being delivered as part of the METRONET Morley-Ellenbrook Line (MEL). METRONET is the single largest investment in public transport seen in Perth and provides the catalyst for land use change in station precincts. It is providing new opportunities to deliver housing and employment within walking distance of high quality passenger rail and contributing to the objectives of delivering new housing within *Perth and Peel @ 3.5 Million* and related *Sub-Regional Frameworks*.

MEL provides high frequency passenger rail services to the rapidly growing north-east corridor of Perth. It provides metropolitan connections, and direct access to central Perth, the Perth Airport terminals and connects the north-east corridor to the urban rail network.

A METRONET project, Ballajura Station Precinct is 69 hectares and is strategically located at the western gateway to Whiteman Park, bounded by Tonkin Highway, Marshall Road and Beechboro Road North, providing road connections to Ballajura, Bennett Springs and Beechboro. The Precinct is located adjacent to the Malaga employment precinct, a significant commercial and industrial employment area for Perth.

Ballajura Station is approximately 13 kilometres and 21 minutes from central Perth via the MEL. It is expected to have approximately 3,000 daily boardings by 2031, with patrons accessing train services by walking and cycling paths, a 12 stand bus interchange and a 1,100 bay carpark.

The preparation of the Improvement Scheme and this Improvement Scheme Report has been informed by planning and analysis undertaken during planning for the draft Ballajura Station Precinct Structure Plan (PSP) and supporting studies. The draft PSP will be advertised after the Improvement Scheme.

Planning for the Scheme area responds to the strategic context, setting out a structure for a future Transit Oriented Development (TOD) that can be developed incrementally over time, with key features:

1. Medium-high density residential housing of R40-R80 density coding
2. A mixed-use town centre facilitating retail, commercial and residential typologies with R-AC3 and/or R-AC4 coding
3. A diverse network of public spaces, parks and conservation areas to provide amenity to the future Precinct
4. A holistic movement network that is legible and permeable to priorities walking, cycling and public transport use
5. Retention of high quality vegetation

The Improvement Scheme has been prepared to align with the Schedule 2 Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, to provide for consistency of application in the administration of the scheme and to establish zones and reserves to support TOD and secure locations for public transport and utility infrastructure.

Figure 1 shows the Ballajura Station Precinct location.

In August 2024 the name of station was changed from Malaga to Ballajura Station. Previously prepared documentation refers to the Malaga Station Precinct. The areas referred to is the same.



Figure 1: Ballajura Station Precinct Location Plan

Legend

- Ballajura Station Precinct Improvement Scheme Area
- ⚡ Morley Ellenbrook Line and station
- Major road
- 1km Distance from Ballajura Station

Part 1: Improvement Scheme Implementation

Ballajura Station Improvement Scheme No.1

The Ballajura Station Precinct Improvement Scheme No.1 was prepared under *Part 8* of the *Planning and Development Act 2005* (Act) and establishes the statutory planning requirements to guide subdivision and development of the Scheme area.

Once Gazetted, the Improvement Scheme replaces the Metropolitan Region Scheme (MRS) and City of Swan Local Planning Scheme No.17 (LPS 17), consistent with s122D of the Act. The MRS and LPS 17 cease to apply to the Scheme Area, until such time as the Improvement Scheme is repealed.

The Improvement Scheme contains the provisions to achieve the purposes and objectives of *Improvement Plan No. 56* and the Ballajura Station PSP.

This Improvement Scheme Report (Report) has been prepared to support implementation of the Improvement Scheme. The Report outlines the planning arrangements for the Ballajura Station Precinct, the planning considerations, relevant matters for the area and justification for the content of the Improvement Scheme. This Report does not form part of the Improvement Scheme, however should be read in conjunction with the Scheme text and the Scheme map.

Figure 2 shows the Improvement Scheme Plan and *Table 1* shows the Improvement Scheme overview.

Improvement Scheme Objectives and Purpose

The aims of the Improvement Scheme are informed by the Objectives of Improvement Plan 56, with the purpose to:

- set out the Commission's planning aims and intentions for the Scheme area
- zone land within the Scheme area for the purposes defined in this Scheme
- set out procedures for the assessment and determination of development applications
- make provision for the administration and enforcement of this Scheme
- address other matters referred to in Schedule 7 of the *Planning and Development Act 2005*.

Administration

The *Planning and Development Act 2005* set out the provisions for:

- preparing, approving, and reviewing the improvement scheme (s122B)
- amending the local planning scheme to conform with improvement scheme (s122J).

The *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) include the deemed provisions, which provide a range of uniform processes and provisions that apply automatically to the Improvement Scheme. The Deemed provisions address a range of matters including (but not limited to):

- Local Development Plans
- Requirement for development approval
- Applications for development approval

The Commission is the determining authority for applications for development approval in the Improvement Scheme area. The Commission may delegate these powers to other bodies, including the City of Swan.

This Scheme Report provides explanatory text to support implementation of the Improvement Scheme. This Scheme Report does not form part of the Improvement Scheme; however, it satisfies the requirement for a local planning strategy in accordance with Part 3 of the Regulations.

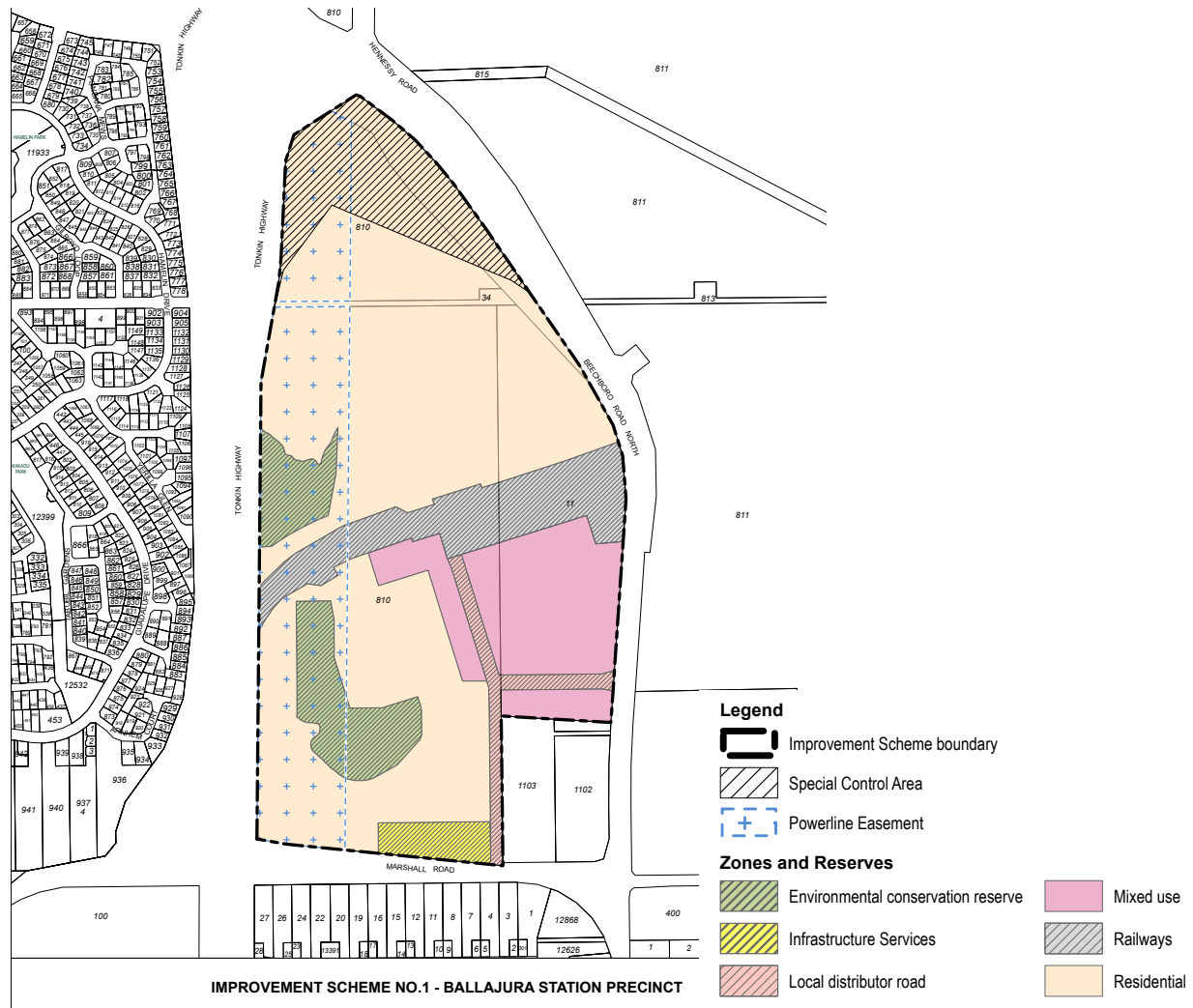


Figure 2: Ballajura Station Precinct Improvement Scheme Map

Zones and Reserves	Size (Hectares)
Total area	69.70
Residential	45.21
Mixed use	9.23
Environmental conservation reserve	5.70
Infrastructure services	1.35
Local distributor road	1.91
Railway	6.29

Table1: Improvement Scheme Overview

Zones and Reserves

The Improvement Scheme establishes the zones and reserves for the Scheme area and includes land use permissibility tables for uses within each zone consistent with the Regulations.

Mixed Use Zone

The Improvement Scheme identifies Mixed Use Zone for the area designated mixed use with the approved PSP. The area will form the central town centre core immediately south of the Station, the objectives of which are to:

- Provide for a wide variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.
- Allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres, eating establishments and appropriate industrial activities which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.

Residential Zone

The Improvement Scheme identifies Residential zones with the approved PSP. Residential land uses will frame the Station and the central mixed use area of the precinct, objectives of which are to:

- Provide for a range of housing and a choice of residential densities to meet the needs of the community.
- Facilitate and encourage high quality design, built form and streetscapes throughout residential areas.
- Provide for a range of non-residential uses, which are compatible with and complementary to residential development.

Railways Reserve

The area dedicated to railway and associated public transport infrastructure for the Ballajura Station has been reserved as "Railway" in the Improvement Scheme with the objective of setting aside land required for passenger rail and rail freight services.

Local Distributor Road Reserve

Key roads on the south side have been reserved as Local Distributor Road, providing direct access to the station and parking, and forming the future main street of the Scheme area. These roads will facilitate the highest vehicle movement within the precinct. The objectives of Local Distributor Road reserve is to set aside land required for a local

distributor road being a road classified as a Local Distributor under the Western Australian Road Hierarchy.

Infrastructure Services Reserve

An electrical sub-station in the south of the Scheme Area is reserved Infrastructure Services. The reserve objective is for Public Purposes which specifically provide for a range of essential infrastructure services. The sub-station will provide power for the rail infrastructure and future urban development.

Environmental Conservation Reserve

The Precinct contains Threatened Ecological Community (TEC) and overlapping Priority Ecological Community (PEC) comprising of Banksia Woodland in good or better condition. Portions of the Banksia Woodland communities are considered to be endangered under the *Environmental Protection and Biodiversity Conservation Act 1999* and Priority 3 PEC under the *Environmental Protection Act 1986*. The Improvement Scheme reserves 5.7 hectares of vegetation as Environmental Conservation. The objective of which is to:

- Identify areas with biodiversity and conservation value, and to protect those areas from development and subdivision.
- Identify and protect areas of biodiversity conservation significance within National Parks and State and other conservation reserves.

The Environmental Conservation reserve provides for a clear designation of ongoing management and consultation.

Public Open Space Reserve

Areas reserved Public Open Space within the Scheme Area will contribute to the amenity within transit oriented development town centre. The objectives of Public Open Space reserve are to:

- Set aside areas for public open space, particularly those established under the *Planning and Development Act 2005* s.152.
- Provide for a range of active and passive recreation uses such as recreation buildings and courts and associated car parking and drainage.

Special Control Area

A Special Control Area is located in the Scheme Area over the Public Drinking Water Source Area

(PDWSA) with the purpose of managing the risk of pollution to the PDWSA.

The objective of the Special Control Area is to provide the planning and development requirements to support the change in designation of the PDWSA from Priority 1 (P1) to Priority 3* (P3*), to enable land uses to co-exist within the PDWSA while managing the risk of pollution to the public drinking water source. P3* is the priority applied to a P1 PDWSA following identification and planning of the area for urban development.

Development Requirements

The Commission is responsible for administering the Improvement Scheme and is the determining authority for applications for development approval in the Scheme Area. Development applications should address all relevant matters, including (but not limited to):

- Design:
 - Building envelopes
 - Building height
 - Setbacks
 - Orientation
 - Design features (including areas of public realm)
- Streetscape:
 - Street setbacks
 - Primary frontage
 - Pedestrian paths
 - Tree cover
- Movement and Access:
 - Vehicle access
 - Parking
 - Access and parking for non-car modes of transport
- Staging
- Servicing of development

The Commission may require submission of additional information for subdivision or development prior to determination of applications within the Scheme area, consistent with Schedule 2 cl.24 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

In addition to the above, the Improvement Scheme may be supported by an Environmental Offset Strategy with the objective of counterbalancing the significant residual impact of development on

the Precinct's key environmental values including existing native vegetation and black cockatoo habitat. The Offset Strategy will be prepared in accordance with State and Australian government guidelines, and approved by the relevant environmental authorities.

Structure planning, subdivision and development is to be undertaken in accordance with the approved Offset Strategy, or if variation is proposed, consultation with and/or approval by the relevant environmental authorities shall occur.

Malaga Station Precinct Improvement Plan No.56*

The Malaga Station Precinct Improvement Plan No. 56 (IP56) was prepared under s.119 of the Act, Gazetted on 12 August 2022 and amended in 2024.

IP56 (Figure 2) was established to advance planning for the Precinct and conferring on the WAPC the authority to undertake the necessary tasks to plan for and progress the project on behalf of the Western Australian State Government.

IP56 authorised the making of the Improvement Scheme, by resolution of the WAPC and approval of the Minister for Planning with the following objectives to inform its preparation:

- To integrate development of the Ballajura Station with the scheme area
- To plan for the establishment of a contemporary transit oriented development that includes an appropriate mix of uses

- including residential and commercial
- To facilitate the provision of safe, integrated and efficient transport network which provides for the needs of public transport users, pedestrians, cyclists and motorists
- To facilitate co-ordinated infrastructure planning and delivery
- To achieve high quality built form and public place design across the scheme area
- To encourage the implementation of best practice sustainability, water sensitive urban design, energy efficiency and bush fire safety initiatives within the scheme area
- Facilitate sequential land use activities that respond to the planned development of the scheme area over time
- To facilitate opportunities for investment by, and partnership with, the private sector.

*When the Improvement Plan was Gazetted, the station was known as Malaga Station.



Figure 3: Improvement Plan 56

Part 2: Context and Explanatory Section

Regional Context

The Ballajura Station Precinct is located 13 kilometres north-east of the Perth CBD on the Morley-Ellenbrook Line. The 21 kilometre rail line will provide passenger rail to the rapidly urbanising North-East Urban Growth Corridor for the first time; connecting Perth's north-eastern suburbs to the Perth CBD, Perth Airport and other regional destinations via the Bayswater Station.

In addition to the MEL, the Precinct is connected to regional destinations by major roads. Tonkin Highway, a primary distributor in Main Roads Western Australia's functional road hierarchy and strategic freight route provides access to, and between Perth and regional Western Australian. Beechboro Road North is a Distributor A, and connects to Hepburn Avenue to the west. Marshall Road a Distributor A, and provides access between Dayton in the east and Malaga in the west.

A Principal Shared Path currently runs along the western side of Tonkin Highway providing access to the regional cycle network, including on Reid Highway and the Midland Line.

With the road and public transport services, the Precinct has direct access to regionally significant employment centres. The Malaga mixed business area is located a kilometre to the south-west, the Morley Strategic Metropolitan Centre is located approximately six kilometres to the south, and includes retail and light industrial land uses.

Local context

The composition of the Precinct represents an opportunity for integrated land use and transport outcomes that align with METRONET objectives. Fixed environmental and infrastructure conditions influence the available space within the Precinct and the development potential.

The site is bound by major road corridors. Tonkin Highway to the west is a controlled access highway forming a physical barrier to surrounding residential neighbourhoods. It has recently been widened and upgraded to accommodate construction of the MEL. A pedestrian bridge over Tonkin Highway connects Ballajura to the west, with the Precinct and Ballajura Station.

Beechboro Road North to the north and east has been widened to a four lane dual-carriageway, with a roundabout to the precinct entry, a road-over-rail bridge crossing the rail corridor and signalised intersection at the bus interchange entry. Whiteman Drive West provides direct access to Whiteman Park from Beechboro Road North.

Pedestrian and cyclist access to the Precinct across Marshall Road is currently limited to the intersection at Beechboro Road North and Marshall Road. New shared paths have added to the cycle links to Whiteman Park. A future roundabout is expected to be constructed at the Marshall Road and Beechboro Road North intersection.

The Precinct contains areas of Threatened Ecological Community (TEC) under the *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act) and related Priority Ecological Community (PEC) under the *Environmental Protection Act 1986* (EPA Act). These comprise of low Banksia woodland over shrubland, which provides a moderate to high quality foraging habitat for Black Cockatoos.

The topography of the site varies, rising from approximately 29 metres Australian Height Datum (AHD) in the south-east to two high points of approximately 38 metres and 42 metres AHD.

Along the western boundary of the site is a 160 metre wide easement, protecting high-voltage overhead power transmission lines.

The MEL public transport infrastructure includes a 12 stand bus interchange, 1100 car parking bays, dedicated short term and drop off bays, secure bike shelters and principal shared path, and equipment to support train operations.

A power substation is located in the south for train operations and urban utility services.

Community Context

Demographic and Social Profile

The Precinct is located between established residential areas to the west, and the developing Swan Urban Growth Corridor to the east.

In 2009 this Corridor was forecast to provide 12,000 dwellings for up to 32,000 people by 2036. This growth is well underway with a population of approximately 17,000 people in 2020 and a growth rate of approximately 20% per annum forecast.

Aboriginal Heritage

The Precinct sits on Whadjuk Country, part of the Noongar nation. The broader region includes many wetlands and watercourses that feed Korndiny Karla Boodjar (Bennett Brook) - the life stream of Whiteman Park and a place of significance to the traditional owners. The land supplied the local Aboriginal population with food and materials for shelter and was part of a wider link between local communities and the Swan River.

Various Aboriginal Heritage Assessments have been carried out in the region, including for the MEL project. A review of the Register of Aboriginal Sites identified one Registered Aboriginal Heritage site of significance in the region, the Bennett Brook in Toto (Place ID: 3692): Registered Site; Mythological and four Other Heritage Places within or in close proximity to the Precinct which area recorded as 'stored data/not a site'. There are no registered sites within the Scheme area.

Non-Aboriginal Heritage

European settlement of the area dates from late 1829 when land was allocated to settlers along the Swan River, including what is now the suburbs of Beechboro and Ballajura, for small scale farming and residential development.

Development commenced in Beechboro in the 1870s, Ballajura in 1905, and Malaga in the 1960s. Slow urban change from rural lands to commercial and residential has occurred since the 1970s, with rapid population increase in the 1990s and a steady period of slow population decline over the past two decades.

A desktop review of State and Local Heritage lists reveals that there are no places within the Precinct or in the wider area which are listed on the State Register of Heritage Places.

Governance Context

Perth and Peel @3.5 Million; North-east Sub-regional Planning Framework (2018)

Perth and Peel @ 3.5 Million is an overarching strategic document providing a link across four sub-regional land use planning and infrastructure frameworks that define the form of Perth and Peel for the next 30 years.

The subject site is classified as 'urban deferred' in the Perth & Peel @ 3.5 Million North East Sub Region spatial plan, consistent with the zone of the land in the Metropolitan Region Scheme.

The Sub-regional Planning Framework has been prepared with consideration of long-term transport planning (including METRONET), and identifies an infill dwelling target for the City of Swan of 25,690 additional dwellings by 2050.

Metropolitan Region Scheme

The Precinct is predominantly zoned 'Urban Deferred' within the MRS with a portion of the current Lot 810 Tonkin Highway and the northern most portion of the site zoned 'Rural'. Lot 34 Beechboro Road North is reserved for 'Public Purposes – Water Authority of WA'. The northern portion of rural zoned land contains a 'Water Catchment' overlay.

MRS Amendment 1292/57 North-East & North-West Districts Omnibus 1 (2017) proposed to transfer lots forming the subject site from the 'Rural' zone to the 'Urban Deferred' zone, with portions reserved for 'Parks and Recreation' and 'Public Purposes – WSD'. This land was transferred to the 'Urban Deferred' zone to allow environmental studies to evaluate the environmental value and the capability for the site to support future urban development.

Due to changes in strategic priorities and to coordinate future planning, MRS Amendment 1339/57 North-East & North-West Districts Omnibus 2 (2019) amended a remaining portion of Lot 803 to 'Urban Deferred'.

Ballajura Station Precinct Improvement Scheme No. 1

Ballajura Station Precinct Improvement Scheme No. 1 will be the operative planning scheme for the Precinct. The Improvement Scheme replaces the *Metropolitan Region Scheme* and the City of Swan

Local Planning Scheme No.17, which do not apply to land within the Improvement Scheme area while it is in effect. The Improvement Scheme contains provisions to achieve the purposes and objectives of Improvement Plan 56 and to give effect to the Ballajura Station PSP.

Planning Control Area 145

Planning Control Area 145 was declared in 2020 to facilitate development of the land for railways and related road widening purposes, ensuring that no development occurs on the land which might prejudice that purpose. PCA 145 was subsequently amended to facilitate construction of upgrades to the Beechboro Road North - Marshall Road intersection and to align with the boundary of adjacent Planning Control Area 174. The WAPC determines all development applications for areas with Planning Control Areas.

State Planning Policies

Key related State Planning Policies:

Draft State Planning Policy 2.9 Water Resources

The objectives of State Planning Policy 2.9 are to protect, conserve and enhance water resources identified as having significant value, to ensure availability of water resources to sustain development and dependent ecosystems, and provide guidance on the management and sustainable use of water resources.

State Planning Policy 3.0 Urban Growth and Settlement

State Planning Policy 3.0 sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia.

The Policy seeks to promote a sustainable and orderly settlement pattern with sufficient land for diverse housing, employment, recreation and open spaces; enhance existing communities with established economies through service and infrastructure investment; manage urban growth in response to community needs; promote sustainable and liveable neighbourhoods, and; coordinate infrastructure and service delivery with new development.

State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. The Policy and Guidelines outline bushfire protection criteria as it relates to location, siting and design of development, vehicular access, water and vulnerable tourism land uses.

State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 applies to all levels of planning in Western Australia where a noise sensitive land use is proposed within the policy's trigger distance of identified transport corridors, or when new or major upgrades of road and rail are proposed.

State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 is the overarching policy that elevates the importance of design quality in the built environment. The Policy defines 10 principles for good design and establishes the framework for integrating design review as part of the evaluation process.

State Planning Policy 7.2 – Precinct Design

State Planning Policy 7.2 is the lead policy in precinct planning and builds upon the 10 design principles of State Planning Policy 7.0 by introducing six performance-based design elements. The Policy outlines the manner and form of precinct structure plans. The six precinct design elements which a PSP should respond to are Urban Ecology, Urban Structure, Public Realm, Movement, Land Use and Built Form.

Local Planning Framework

Local Planning Strategy

The Local Planning Strategy is the key strategic land use planning document for the City of Swan, providing broad direction for future growth and development of the City.

The subject site is classified as 'Future Urban Area' in the Local Planning Strategy, consistent with its designation in State strategies, and the zone of the land in the MRS. The Local Planning Strategy also seeks to reduce car dependence by facilitating higher density housing close to public transport, places of employment and activity centres.

Local Planning Scheme No.17

The subject site is zoned 'Rural', with the exception of Lot 34 Beechboro Road North reserved for 'Public Purposes – Water Authority of WA', in accordance with City of Swan Local Planning Scheme No. 17 (LPS No.17).

Declaration of Improvement Scheme No. 1 will replace the LPS No.17 until such time as the Improvement Scheme is removed. Should this occur, and following amendment of the MRS transferring the land to the 'Urban' zone, the City of Swan will be directed by the WAPC to prepare an amendment to LPS17, transferring the land to a zone consistent with its MRS zone.

Altone Local Area Plan

The Precinct is within the City of Swan Altone Local Area (LAP). The LAP consolidates the outcomes of the City's Strategic Community Plan and Local Planning Strategy, and develops strategies and actions specific to the local area.

Local Planning Policies

The PSP is given effect through the *Ballajura Station Precinct Improvement Scheme No. 1*, with WAPC as the determining authority for applications within the Scheme area. The WAPC may apply relevant Local Planning Policies (LPP) to applications as required or upon advice of the City of Swan. These LPPs may include, but are not limited to:

- POL-LP-1-10 Provision of Public Art
- POL-C-061 Filling of Land
- POL-LP-1.15 Kangaroo Management
- POL-C-104 Environmental Planning
- POL-LP-1-12 Public Open Space and Community Buildings

Infrastructure and Services

An Engineering Report has been prepared for the Ballajura Station Scheme area.

The report provides details on each major infrastructure type and a servicing strategy for the development of the Scheme area and includes details on siteworks, roadworks, stormwater drainage, sewerage, water supply and utility services.

The investigation confirmed the land is capable of supporting urban development in accordance with the proposed planning, with a logical progressive extension of infrastructure and base capacity. The existing ground conditions and past land uses do not limit the proposed urban development.

The investigations and preparation of the report are based on preliminary advice from the various service authorities. Consultation with these agencies will continue through the subdivision and development of the Precinct.

Market Context

Time frames for precinct development will depend on various factors including planning approvals, government decisions, land sales, market interest and development feasibility.

Analysis indicates that retail in the Precinct's trade area (large catchment served by multiple retail facilities) is currently sufficiently served by centres in Ballajura and Bennett Springs. Expected population growth within the trade area will support an additional approximately 14,000 sq. metres of retail floorspace.

The Precinct has potential for strategic employment land uses given its connection to high frequency passenger rail, opportunities for higher density housing and location adjacent to the Malaga Employment Area. Locating these uses in the Precinct has potential over the long term, the Precinct planning has provided for this opportunity by identifying land for the provision of mixed use, including in the car parking area with flexibility for long term development.

Stakeholder Engagement

The Improvement Scheme and supporting precinct planning has been undertaken in consultation with the City of Swan, Department of Planning, Lands and Heritage, Department of Water and Environmental Regulation, Western Australia Planning Commission, Western Power, Department of Education, Water Corporation, Department of Health, Public Transport Authority and Office of Major Transport Infrastructure Delivery and Main Roads Western Australia. The Improvement Scheme will be advertised for public comment consistent with the requirements of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

Part 3: Planning and Concept

Opportunities and Constraints



Figure 4: Key locational factors

The key locational factors, elements, and conditions within and surrounding the Precinct that informed planning, shown in *Figure 4*.

- | | |
|---|--|
| <ul style="list-style-type: none"> 1 New, frequent, and high quality public transport services 2 Surrounding large road infrastructure - access and regional destinations 3 Proximity to Malaga employment centre and nearby retail centres 4 Proximity to Whiteman Park - conservation and recreation spaces 5 Proximity to Marshall Road Precinct - future ambition and synergies 6 Interface with nearby privately owned land 7 Proximity to principle shared paths | <ul style="list-style-type: none"> 8 Threatened Ecological Community 9 Surrounding large road infrastructure - noise and precinct severance 10 Elevated landforms 11 Low lying / high water table - fill and drainage requirements 12 Large scale transport infrastructure including park and ride area 13 Powerline easement and infrastructure 14 Large power substation site and location 15 Elevated alignment of Beechboro Road North - severance and restricted views 16 Priority 1 Drinking Water Source Area and Wellhead Protection Zones 17 Small nearby population for potential precinct commercial uses |
|---|--|

Planning Vision & Principles

Ballajura Station is approximately 13 kilometres and 21 minutes from the central Perth via the MEL. It is expected to have approximately 3,000 daily boardings by 2031, with patrons accessing train services by walking and cycling paths, a 12-stand bus interchange and a 1,100 bay carpark.

The purpose of the Precinct's planning framework, including the Improvement Scheme is to facilitate development of the Precinct into a transit-oriented community that maximises the benefits of the State's transport infrastructure investment.

A vision and principles have been defined to guide precinct development. The vision:

Ballajura Station Precinct is a transit-oriented community nestled within its natural green setting – it presents a western entry to Whiteman Park, is a distinctive northern gateway to Perth and provides seamless connections to transport and amenity.

The vision is supported by the following principles:

- Prioritise urban tree canopy, public open space provision, tree retention within area of quality ecological vegetation, and connections to Whiteman Park.
- Provide housing options for a diverse community and mixed use retail and commercial land uses to support access to daily services, employment opportunities, community facilities and amenity.
- Prioritise walking and cycling, support transit use and facilitate connections to adjoining neighbourhoods and parkland, including by connection to adjacent infrastructure including nearby parts of the long-term cycling network.
- Future proof intensive development over time, and respond to, and mitigate risks associated with climate change.
- Celebrate unique aspects of the site and facilitate built form outcomes that provide identity to the new community.
- Enhance social interactions by providing a range of comfortable places for people to meet, stay and relax as well as spaces for activation and events.

Planning for the Precinct responds to the requirements of *State Planning Policy 7.2 Precinct Design* by providing a framework that:

- Responds to and enhances the distinctive characteristics of a local area.
- Ensures built form that is fit for its intended purpose, contributes positively to the character of the public realm, and provides functional amenity at ground level.
- Seeks a sustainable built environment through passive environmental design, enhancement of green networks and promotion of active and public transport modes.
- Will deliver comfortable public spaces that encourage physical activity, enable a range of uses and are accessible to all.
- Sets an urban structure that is easy to navigate, with clear connections, good lines of sight to key locations and a logical, intuitive layout.

Precinct Design

The precinct design represents a vision for the Precinct that will deliver on the key objectives, transitioning the Precinct from its current and day-one station opening to a mixed-used transit oriented community. The key design drivers are:

- A celebration the site's setting, introducing a green frame, retaining vegetation and landform and connecting to surrounding green infrastructure.
- Orientating the urban structure to the station core, with key approach streets creating a legible and clear hierarchy of streets and places. Creating a string of public spaces and destinations that give amenity to the Precinct, diversity of experiences and that provide equitable access for the whole community.
- Connecting the site to context and amenity through seamless links with the site boundaries, and future proofing for infrastructure that will connect to Whiteman Park, Ballajura and the Marshall Road Precinct.
- Delivering micro neighbourhoods and mixed-use precincts with unique character, building design, streets and spaces, that can evolve and transition over time.
- Design with adaptability and flexibility in mind, allowing for the site to transition to best-practice urban form, density and use as travel behaviour, market dynamics and housing preferences mature.

Urban Ecology

Ballajura Station Precinct will become a new green neighbourhood, leveraging its location adjacent to Whiteman Park and finding innovative solutions to protect and enhance tree canopy whilst supporting TOD principles.

Principal elements to achieve this urban ecology outcome:

- Balance the protection of vegetation and tree retention locally with best practice TOD principles.
- Seek to offset any vegetation loss locally (where appropriate) including to rehabilitate and increase tree canopy within streets and public spaces
- Ensure high quality stormwater management treatment that recognises the unique

surrounding environment and encourages the use of water sensitive urban design opportunities in the adjacent parkland.

Urban Structure

The Precinct will adopt a flexible and adaptable urban structure that prioritises walking and cycling to the station, connects the area to surrounding neighbourhoods and allows for future redevelopment and intensification over time.

Principal elements to achieve this urban structure outcome:

- Prioritise urban development close to the station by utilising power easement land, adjacent land and 'leftover' road and rail reserves for recreation, drainage, and environmental regeneration.
- Create clear and legible north-south connectivity and allow built form to screen undesirable infrastructure from view corridors.
- Transition Precinct intensity over time and provide a strategy to re-locate and redevelop park-and-ride infrastructure.

Public Realm

Ballajura Station Precinct will provide a network of distinctive public spaces that accommodate a wide variety of uses, transitioning in layout and configuration as you move closer to the station core.

Principal elements to achieve this public realm outcome:

- Invest in high quality public spaces, streets and landscaping to encourage walkability, enhance the site's parkland setting and deliver amenity for high density housing.
- Deliver a diversity of public spaces including active uses within easement land, streets as places, pocket parks and connections to district facilities.
- Explore the early activation and passive surveillance of public space and plazas

Movement

Ballajura Station Precinct will prioritise access to public transport infrastructure for pedestrian and cyclists.

The permeable urban structure provides the layout for urban housing typologies and diverse mix of land uses that will define the neighbourhood.

Principal elements to achieve this movement outcome:

- Prioritise walking and cycling access within the Precinct and to adjoining neighbourhoods and destinations.
- Connect north-south over the railway corridor and position the station as the centre of a new community.
- Deliver an interconnected grid network that provides a flexible and adaptable structure that can evolve with market demand.

Land Use

Ballajura Station Precinct will allow for a variety of land uses, including residential, everyday convenience retail, and commercial floorspace that activate the area and allow people to live locally.

Principal elements to achieve this land use outcome:

- Provide housing diversity for all members of the community, including social and affordable housing options.
- Create a retail and mixed- use precinct to the south of the train station.
- Provide flexibility for complementary land uses that leverage the area's connection to regional sporting infrastructure, Malaga Industrial Precinct and Whiteman Park.

Built Form

Ballajura Station Precinct will achieve distinctive built form that defines the Precinct and delivers a wide variety of housing and commercial typologies resulting a beautiful and walkable neighbourhood.

Principal elements to achieve this built form outcome:

- Use benefit of government owned land and public transport infrastructure to deliver medium and higher density housing which sustains activity and rail patronage.
- Provide a mix of housing types and flexibility for built form to change over time.
- Champion sustainability ratings of built form and move toward a low-carbon, bushfire protected precinct.