

## Appendix F – Design Report prepared by ALUA

# Victoria Park-Canning Level Crossing Removal Development Application - Design Report - Oats Street Package

Jan 2023





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**We acknowledge and respect the Nyoongar Whadjuk People as the original Custodians of the land and acknowledge their unique ability to care for Country and their deep spiritual connection to it. We honour Elders past, present and emerging whose knowledge and wisdom has, and will, ensure the continuation of cultures and traditional practices.**

Cover Illustration Adapted From METRONET Place Plan LXR-MNO-MET-PN-STR-0001

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**ASSUMPTIONS and DISCLAIMER**

The information contained within this report has been prepared with due care and diligence to ensure correct and accurate information is provided. However, should the assumptions made and information provided in preparing this report prove to be erroneous or misleading in any way, beyond the control of the Project Design Team, ALUA accept no responsibility.

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# 01 URBAN DESIGN BRIEF

# 1.1 DEFINING THE PROJECT SCOPE

## The Final Place Plans

The design for this project builds upon work undertaken in the preparation of the following documents

- Preliminary Place Plans (PPP)
- Landscape Concept Design (LCD)

These two documents along with the Scope of Works and Technical Criteria (SWTC) have defined the scope for the delivery of this project as illustrated in the adjacent diagram.

The project detailed design expands and develops the research, principles and thinking included within all vision and briefing documentation provided by METRONET.

Final Place Plans have been created for each station precinct to inform an integrated approach to the linear park and station design. They provide an understanding of the urban context and recommendations for development.

The Final Place Plans identify opportunities beyond the current site works guiding the integration of development within and external to the site. They demonstrate how connection, activation and landscape can support the long-term vision for the precincts.

The Final Place Plans ensure that insights uncovered through preparation of the PPP and LCD along with community and stakeholders engagement outcomes are integrated into the final design outcome, responding to the specific needs of a local community.

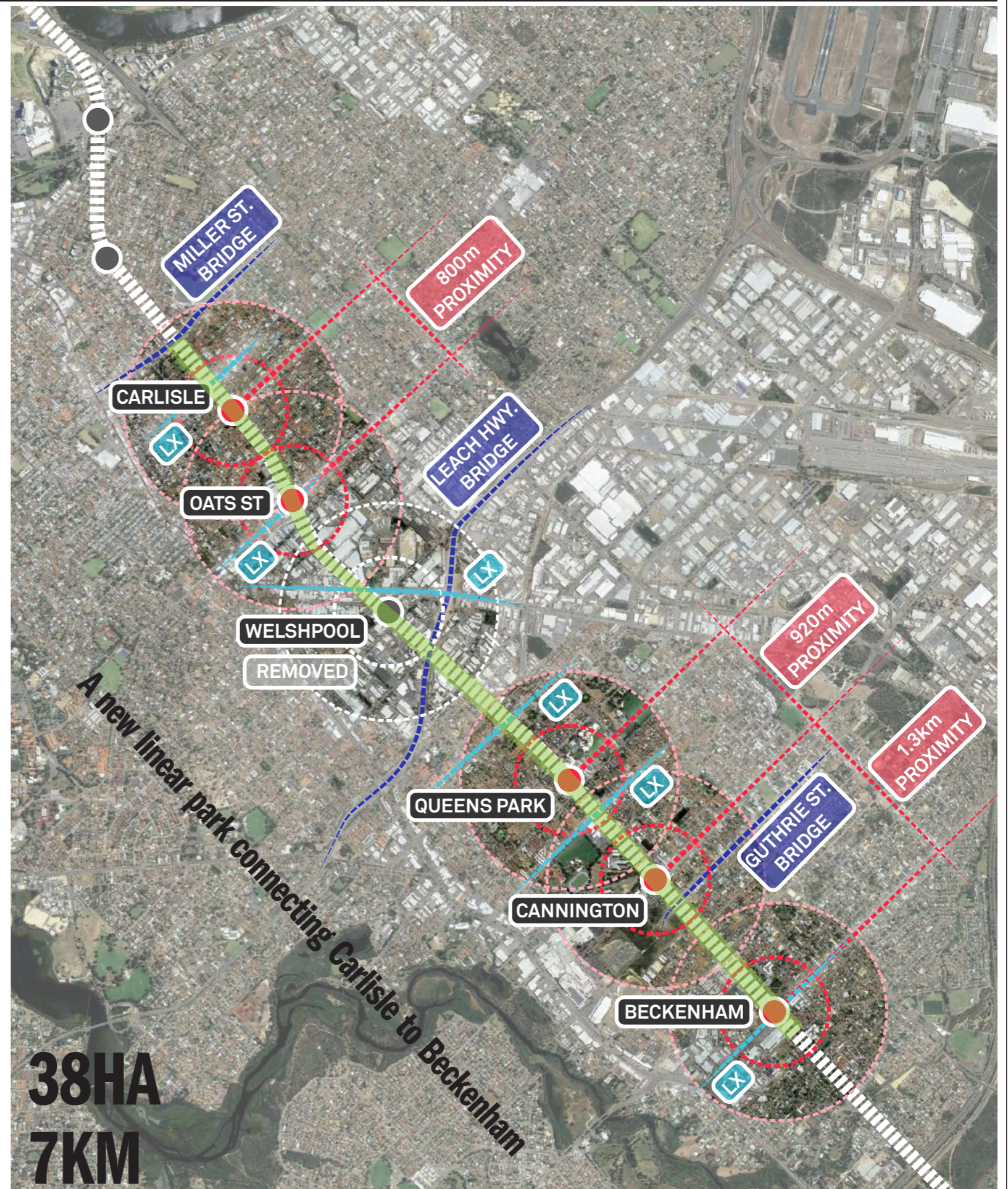
The Final Place Plans detail the:

- Project background and the importance of METRONET's integrated land use and transport vision
- Alignment with METRONET and PTA objectives
- Importance of the regional, local and site contexts
- Existing engagement outcomes and an ongoing engagement process

- Reflects on the purpose of an enriched, authentic sense of place within its context
- Provides an evolution of the place narrative and establishes a sense of place statement
- The strategic drivers of place including enhanced sustainability, reinforce identify, encourage connections, community, safety, and activation.
- It establishes the good principles of station precinct design, demonstrating alignment with the State Planning Policy 7.0 - Design.
- The local place principles are outlines, with specific ideas for place activation and landscape opportunities.
- The public art strategy is included detailing the need for connection to the established narrative.

## Final Place Plans

The following section of this document extracts the specific place principles from the Final Place Plans for each station and outlines how they are addressed by the current Design for the precinct.





# 1.2 PLACE PLAN - CARLISLE STATION

## PLACE PRINCIPLES

The Carlisle Station Final Place Plan has established the following Specific Place Principles to address the urban form of the precinct.

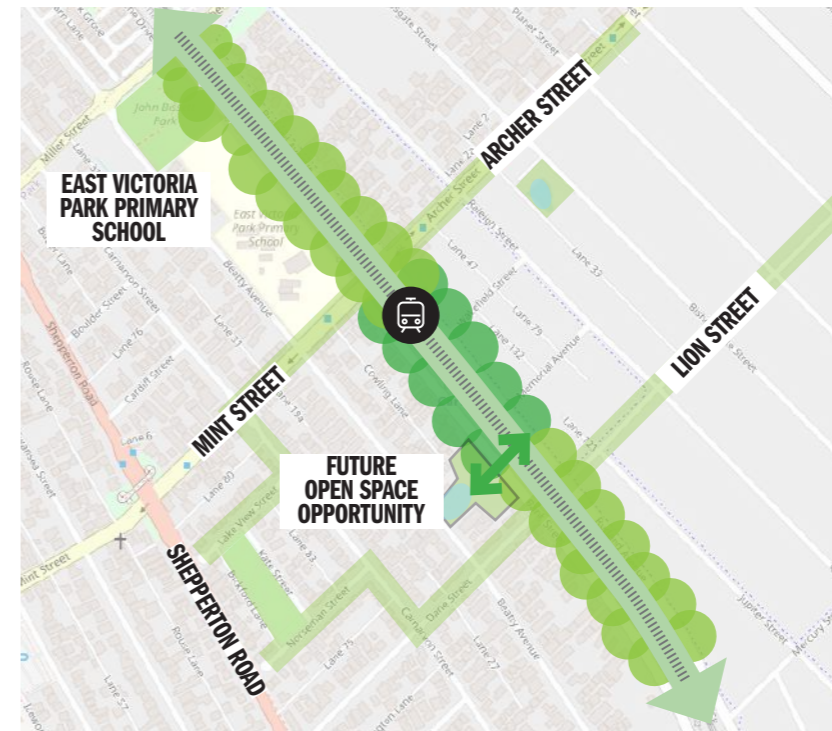
The design has been formed by these Place Principles.



### RECONNECTING THE GRID

The rail corridor is removed as a barrier, and a modified grid enhances permeability and reconnects neighbourhoods with safe links that help to create a pedestrianised core.

*This place principle has been achieved via the raising of the rail and provision of a considered pedestrian and vehicular circulation network - refer "Access and Circulation" page for further details.*

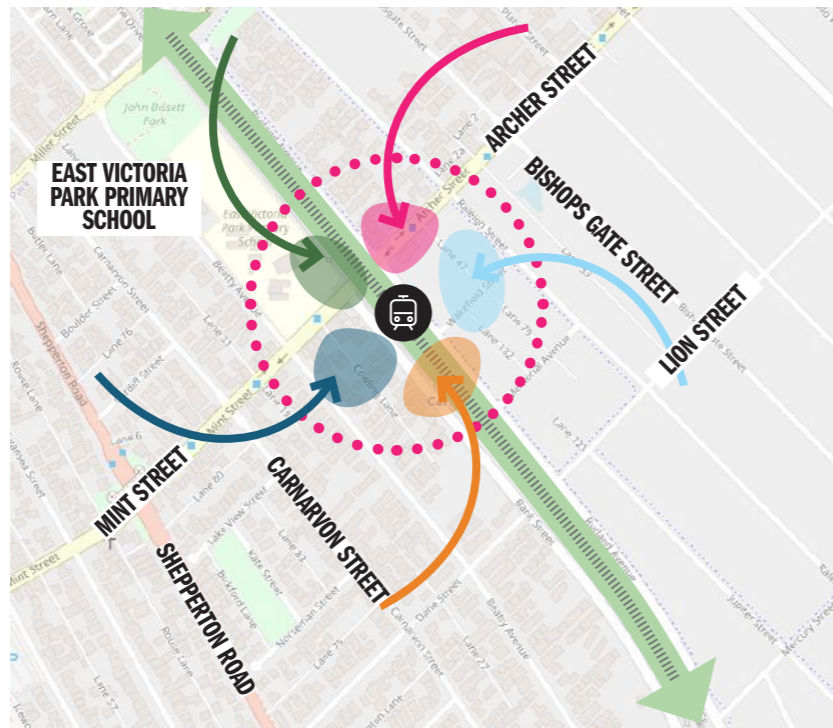


### ENHANCED AND CONNECTED GREEN SPACES

New public open spaces near and under the viaduct bring greenery into the station environment. Greatly increase tree planting within the rail corridor and adjacent key streets ensuring a comfortable environment in support of the Town of Victoria Park's Urban Forest Strategy.

*This place principle has been achieved via the creation of planting strategy to green the corridor with native and identifying tree species, understorey and ground covers.*

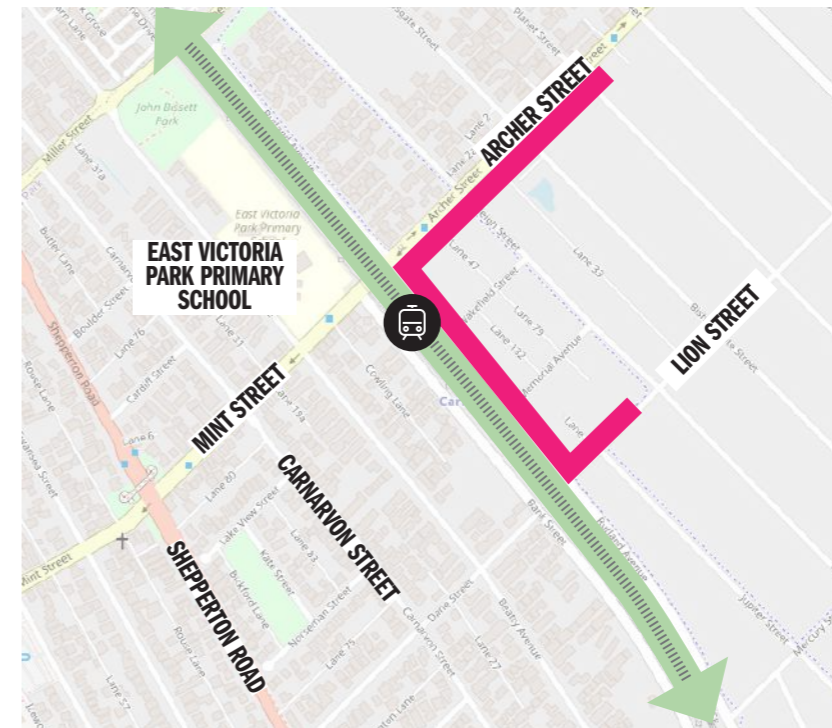
*A portion of this place principle is identified as a future opportunity that has been supported by the current landscape design. The placement of parkland activity nodes and circulation paths allows for the future connection to surrounding future POS.*



### COMMUNITY CORE

A relocated Carlisle Station enhances its presence in the neighbourhood. Its physical and visual connections to Archer Street enable a new place for community life.

*This place principle has been achieved via the positioning of the station building and associated plaza to address Archer Street. The creation of several different community amenities such as a southern plaza with adjacent lawn for community events and markets, a community gathering area close to the Harold Hawthorn Centre with bocce court, shaded seating and barbecue facilities, a multi-generational playground area as well as informal seating nodes. All these amenities provide the community opportunities to meet and come together.*



### ACTIVATING COMMERCIAL EDGES

Development potential on Rutland Avenue is realised, as the commercial edges of Archer Street bleed into the station core and activate the spaces underneath.

*This place principle is identified as a future opportunity that has been supported by the current landscape design. The placement of the Carlisle Station and associated forecourt allows for future development of active edges and potential for linking plazas and permeable edges interfacing between the corridor and surrounding built form.*

*The landscape spaces adjacent to Rutland Avenue have been designed to create opportunities for modular tenancies and or coffee food trucks, with associated seating opportunities and connection points for water and power.*

## LANDSCAPE OPPORTUNITIES

The following are the landscape opportunities that were identified within the Carlisle Final Place Plan.

Opportunity 1 - has been included within the current design.

Opportunities 2 - 6 are outside of the project boundary and are therefore not included within the current scope. However, the urban design has been arranged to support their inclusion in the future.

### 1. ACTIVATED ARCHER STREET

The new station will provide opportunities to address and activate Archer Street, providing an extension of Main Street local centre activities to interface with Rutland Avenue.

### 2. ENHANCED URBAN FOREST

Opportunity for extensive tree planting in the surrounding neighbourhood to complement existing trees to benefit urban cooling, shade provision and urban biodiversity.

### 3. SHARED ZONE ON RUTLAND AVE

Vehicle speeds reduced creating a shared zone that can also be used for larger community events. Activated edges along Rutland Avenue will provide multi use opportunities such as food and beverage, shopping, pop up markets and event spaces. Road surface treatments should delineate this.

### 4. DANE STREET PARKLAND

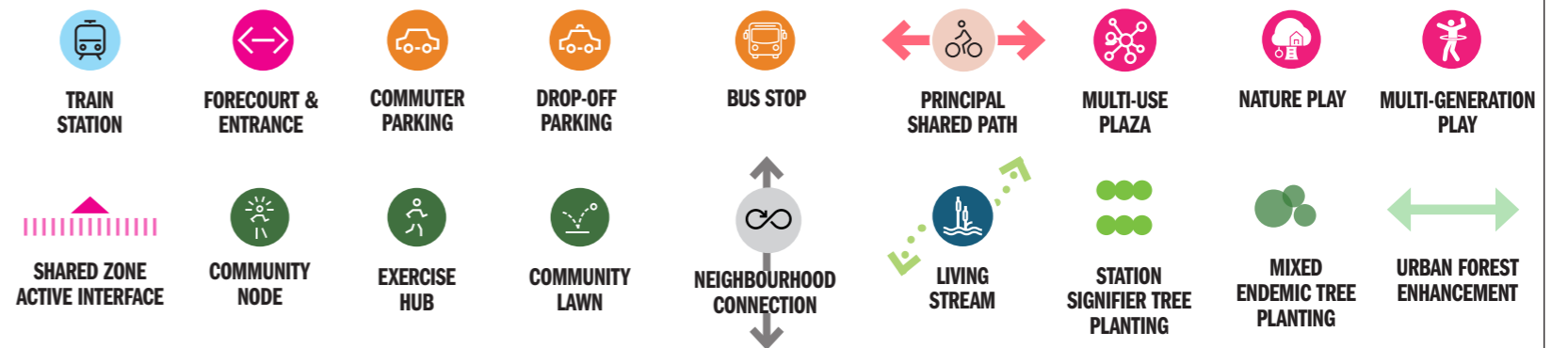
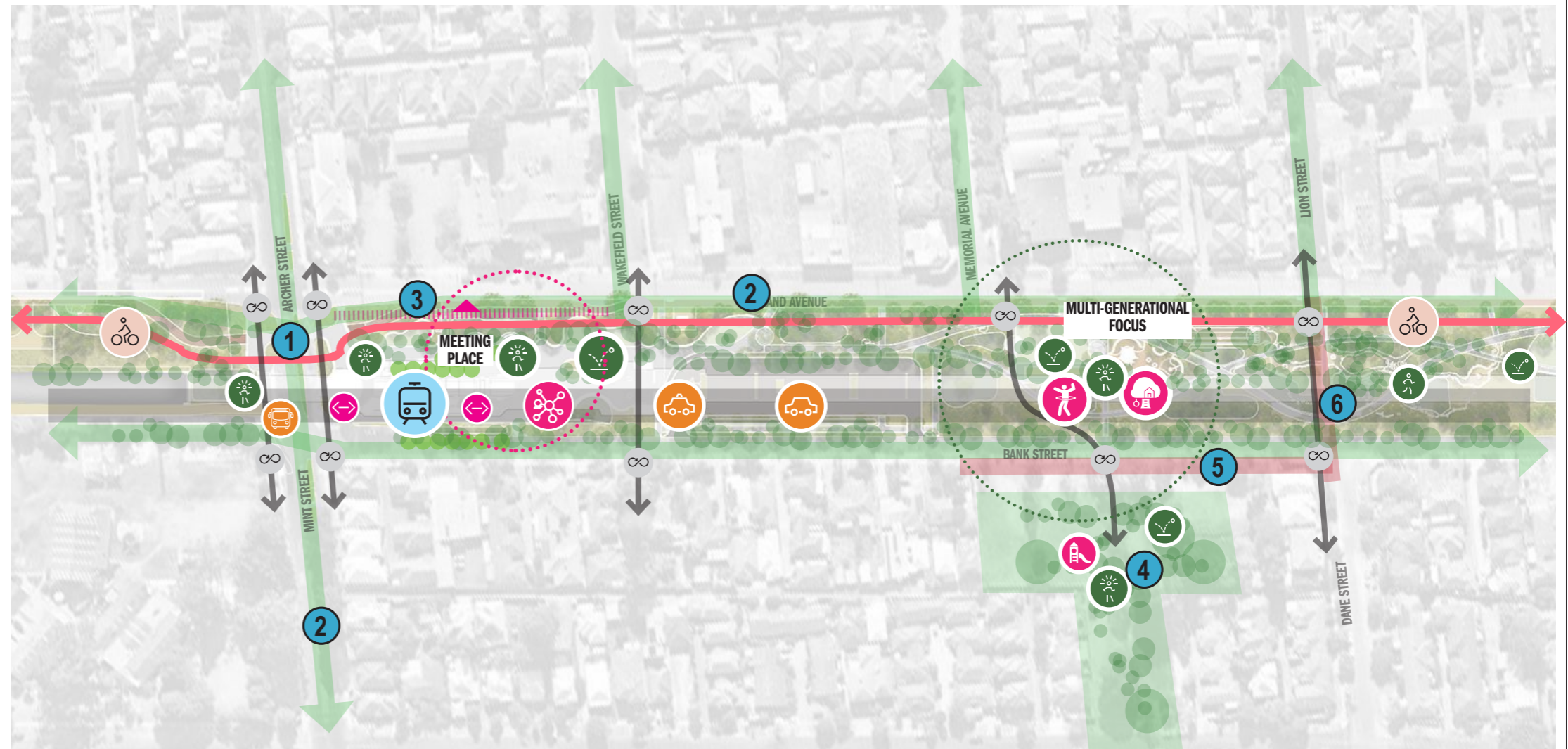
Opportunity to utilise this asset and convert into new parkland area for Carlisle. The park will retain a drainage function, and incorporate best practice WSUD approaches. This space will extend the parkland facilities outside the rail corridor and incorporate a range of complimentary all ages focused amenities, play and community spaces.

### 5. SLOW SPEED ZONE THROUGH PARK

The new park will straddle both sides of Bank street. Connection to both sides of the park will be made safe an easy for pedestrians to cross. Traffic calming measures and landscape elements to be installed to slow traffic and prioritise pedestrian and cyclist movement.

### 6. NEW ROAD CONNECTION

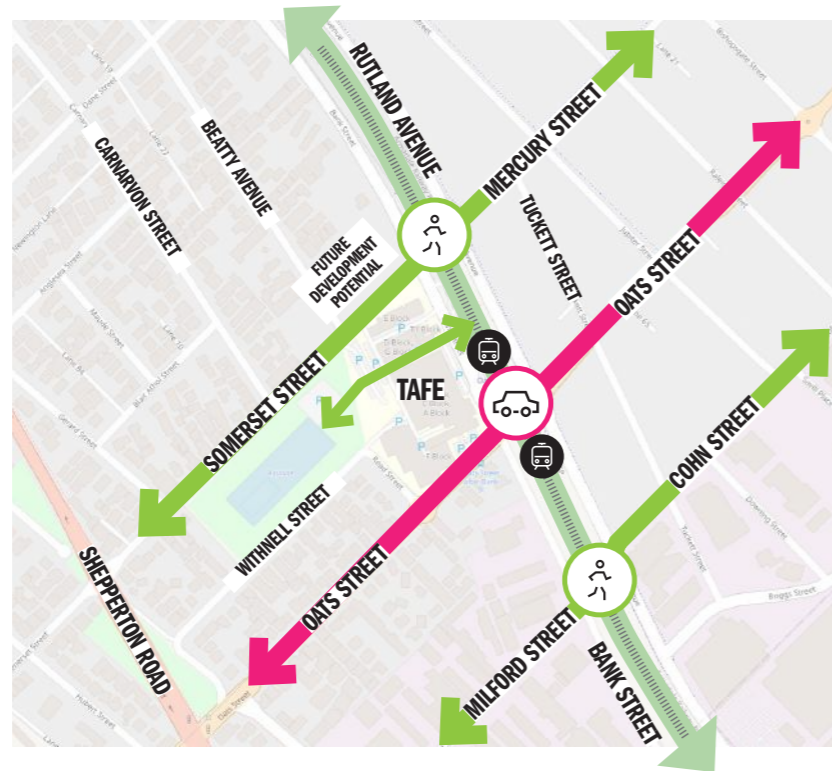
A new low speed road connection at Lion and Dane Streets will enhance connectivity and corridor permeability. Road design to ensure pedestrian safety.



# 1.3 PLACE PLAN - OATS STREET STATION

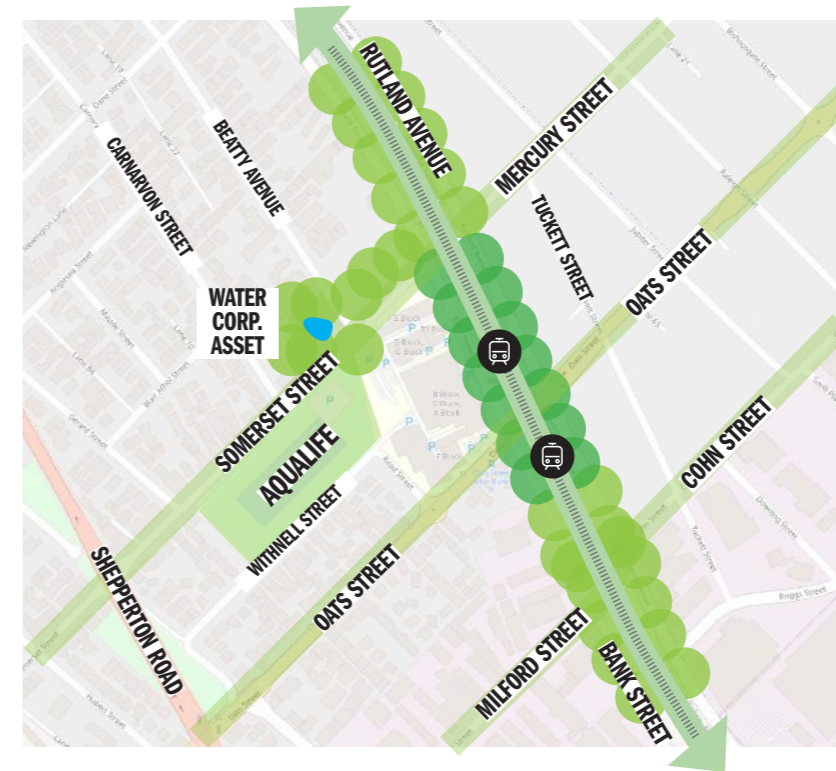
## PLACE PRINCIPLES

The Oats Street Station Final Place Plan has established the following Specific Place Principles to address the urban form of the precinct. The design has been formed by these Place Principles.



**STRONGER CONNECTIONS ACROSS THE TRAIN LINE**  
Simpler, safer pedestrian and vehicle connections run under the rail line. Free movement is encouraged below, which unlocks opportunities for better connections to local destinations.

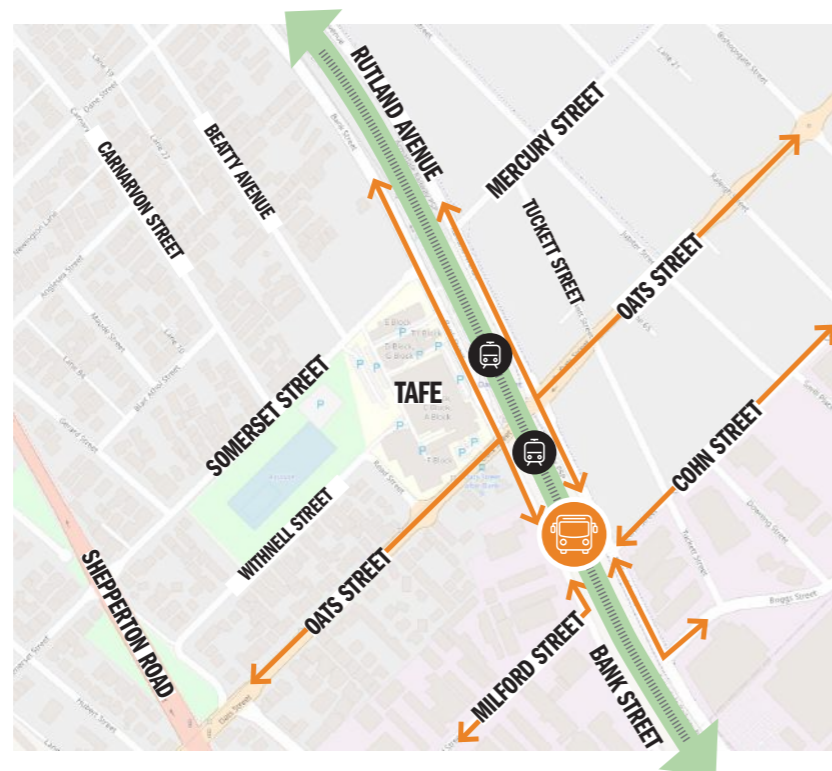
*This place principle has been achieved via the raising of the rail and provision of a considered pedestrian and vehicular circulation network - refer "Access and Circulation" page for further details.*



**BRINGING SHADE AND GREEN TO THE RAIL CORRIDOR AND BEYOND**

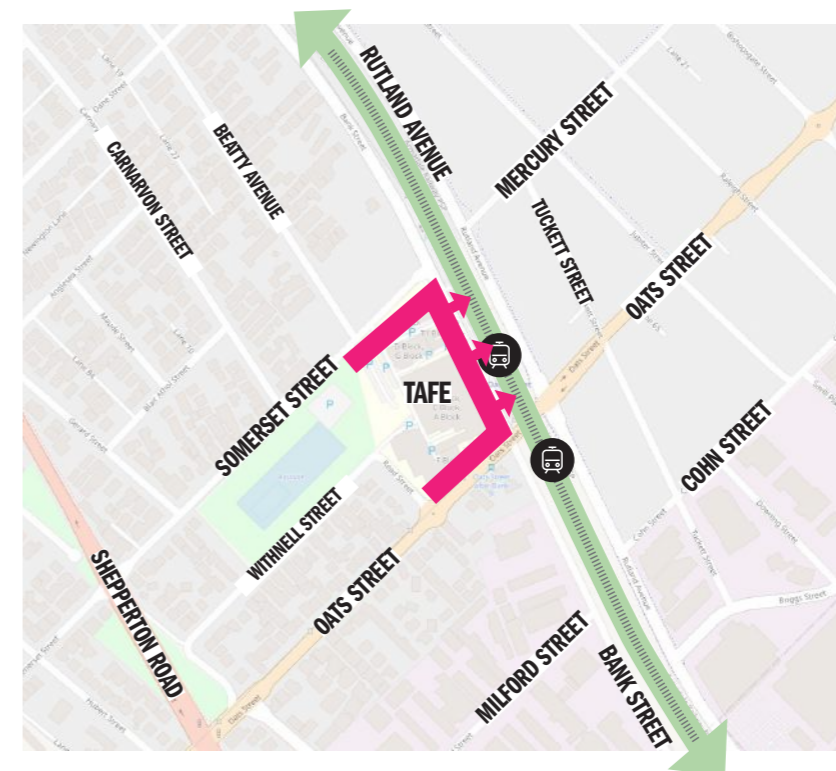
Landscape connections along the rail corridor are strengthened, and greenery is brought into the core of the Oats Street station environment. Greatly increase tree planting within the rail corridor and adjacent key streets ensuring a comfortable environment in support of the Town of Victoria Park's Urban Forest Strategy.

*This place principle has been achieved via the creation of planting strategy to green the corridor with native and identifying tree species, understorey and ground covers. This strategy is further explained within the Oats Street PDR.*



**MULTI-MODAL TRANSPORT TRANSITION**  
A relocated station and bus interchange south of Oats Street enhances links to employment areas, whilst quality infrastructure design provides a desirable interface that enables future transition.

*This place principle has been achieved via the provision of two station buildings north and south of Oats Street and the positioning of the bus interchange to the south allowing required links to the employment centre. The activation and high quality design of this station will provide a long-term catalyst to support urban transition to the surrounding urban area.*



**CAMPUS INTERFACE**  
New spaces under the viaduct enhance opportunities for a revitalised campus edge. The TAFE 'opens its doors' and creates new places for its students.

*This place principle is identified as a future opportunity that has been supported by the current landscape design. The placement of the Oat Street Station and associated forecourt allows for future development of active edges and potential for linking plazas and permeable edges interfacing between the corridor and surrounding built form.*

## LANDSCAPE OPPORTUNITIES

The following are the landscape opportunities that were identified within the Oats Street Final Place Plan.

Opportunities 1 - 2 have all been included within the current design.

Opportunities 3 - 7 are outside of the project boundary and are therefore not included within the current scope but are also not precluded from happening in the future.

### 1. STRONGER CONNECTION EAST-WEST

Clear and well shaded crossing points and footpaths facilitate safe movement for pedestrians to move across the train line to the adjacent neighbourhood.

### 2. YOUTH ORIENTED PARKLAND

The public realm around the station caters for the surrounding young people present at the South Metropolitan TAFE. Safe spaces are provided for play and meet.

### 3. UTILISE SURROUNDING LANDSCAPE

Utilise existing fig trees to create a 'landscape wedge' and new landscaped area, creating a connected, activated, corridor to the station precinct. Using the fig trees as an 'anchor in the landscape' will provide way-finding and seating, creating rest and meeting points leading into the station precinct.

### 4. ENHANCED URBAN FOREST

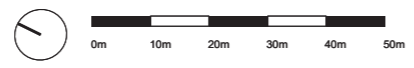
Opportunity for extensive tree planting in the surrounding neighbourhood to complement existing trees to benefit urban cooling, shade provision and urban biodiversity.

### 5. SHARED ZONE INTERFACE BETWEEN STATION AND TAFE

Opportunity to reduce vehicle speeds through a shared paving zone which will provide clear and safe connections to surrounding TAFE and childcare precinct on both sides of the train line. This could be delineated through a different paving surface colour and texture.

### 6. LINK YOUTH ORIENTED SPACE TO LEISUREPLEX

Opportunity to create a connection between youth plaza active recreation zone and the Aqualife Leisureplex via green pedestrian link through TAFE Campus.



TRAIN STATION	FORECOURT & ENTRANCE	COMMUTER PARKING	DROP-OFF PARKING	BUS HUB	PRINCIPAL SHARED PATH	MULTI-USE PLAZA	NATURE PLAY	YOUTH PLAZA
SHARED ZONE ACTIVE INTERFACE	COMMUNITY NODE	EXERCISE HUB	COMMUNITY LAWN	NEIGHBOURHOOD CONNECTION	LIVING STREAM	STATION SIGNIFIER TREE PLANTING	MIXED ENDEMIC TREE PLANTING	URBAN FOREST ENHANCEMENT

# 02 DESIGN PRINCIPLES

# 2.1 VISION

More than a rail project. Creating exceptional places for people.

***Together creating a new benchmark for people, place and transport now and into the future.***

The project vision is built on guiding design principles



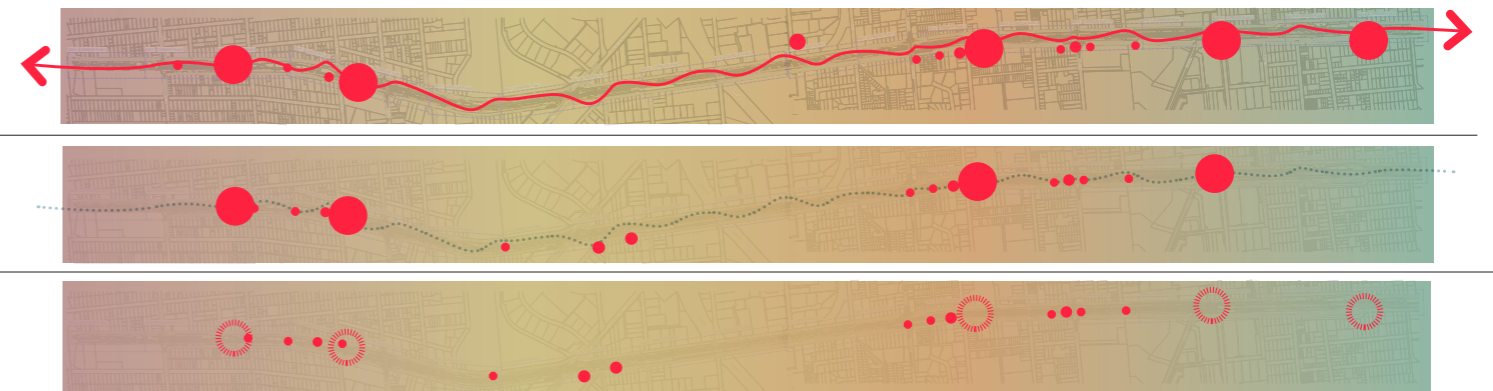
Supported by a strong local cultural narrative

**COLLECTIVE**  
**CONNECTED**  
**SPECIFIC**

Energy of Country - Revitalising living Country through an abundance of energy, life and water.

Connection to Country - People's connection and relationship with Country - Country holds lore, customs and language.

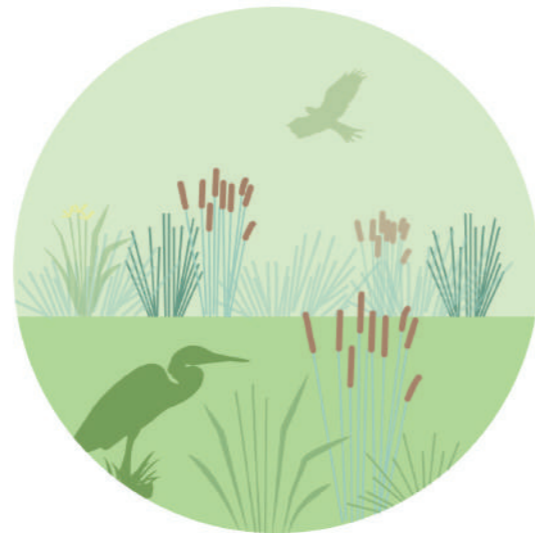
Celebration of Place - Recognise cultural themes associated with place - ancient, historical, plants, animals and spirituality.



# 2.2 LANDSCAPE AND URBAN DESIGN PRINCIPLES

## Application of Design Principles

The design has integrated the design principles adopted in the Final Place Plan. These principles build upon the overarching project strategic drivers and integration of project objectives and specifications.



### Enhance Sustainability

The design response must enhance sustainability through the following principles:

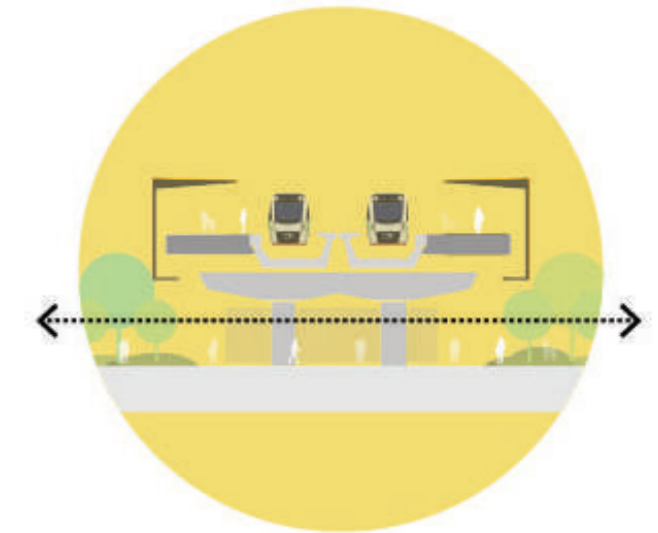
- Create extensive areas of rehabilitation planting based on the Bassendean, Cannington and Guildford vegetation complexes
- Create habitat and re-wilding opportunities for native fauna including insects, reptiles and birds
- Provide the community the opportunity to connect with nature, and greenspace reinforcing health and well-being.
- Integrate stormwater natural systems to retain and treat water on site in a thoughtful and explicit way utilising best practise WSUD principles
- Retain as many existing trees as possible and reuse all felled timber on site (for mulch, habitat logs and nature play opportunities etc).
- Utilise waterwise planting and focus irrigation to primary and high use areas such as stations and activity nodes.
- Develop best practice soil profiles that reduce importation of materials, retain moisture and minimise irrigation.
- Reinstate natural systems such as living streams where possible.
- Consider whole of life costs throughout the project process and utilise robust materials that are sourced responsibly.



### Reinforce Identity

Through a process of community consultation the design is to identify a precinct approach that will:

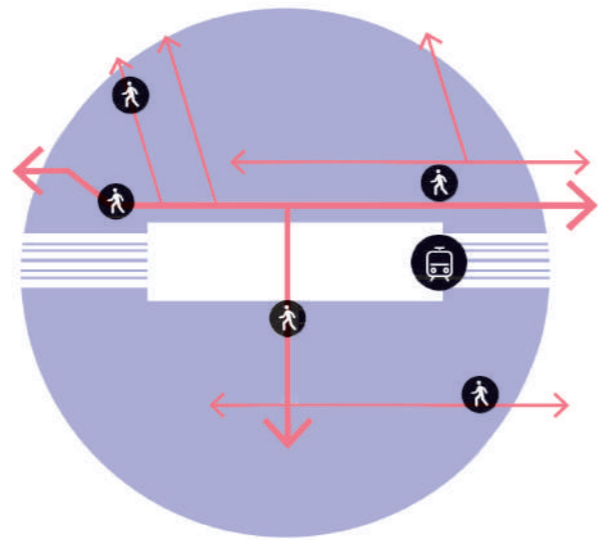
- Develop a detailed site wide design narrative that responds to the Preliminary Place Plan framework of Collective, Connected and Specific, the METRONET Noongar Cultural Context Document and the METRONET "Gnarla Biddi - Our Pathways" Strategy.
- Implement an engagement strategy with the community, traditional owners and stakeholders to ensure stories and narrative are developed appropriately.



### Encourage Connections across the rail corridor

The design response shall provide cross corridor connections through the following principles:

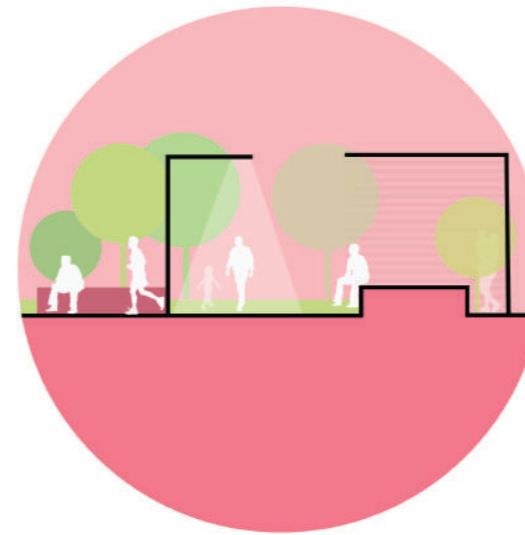
- Create generous user friendly station plaza's with high level of pedestrian and user permeability.
- Provide pathway connections across the corridor at intersections with adjacent streets.
- Provide clear direct movement paths to link adjacent community facilities, parks and services.
- Create visual and physical permeability across the rail corridor allowing intuitive wayfinding.
- Facilitate and retain natural water crossings and swales where possible.



**Connect Community**

The design response is to connect communities through the following principles:

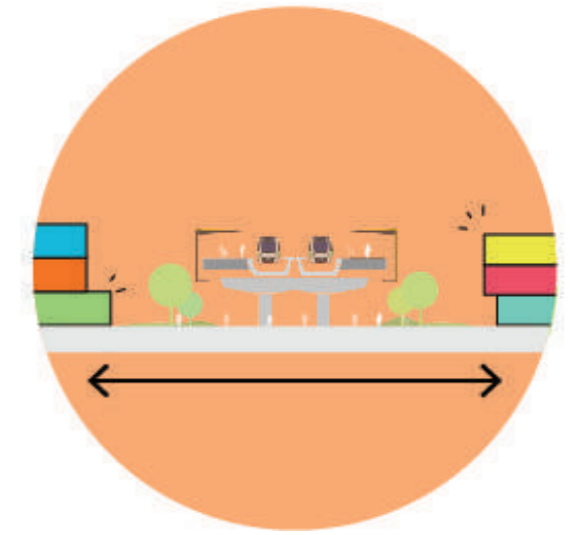
- Provide clear and direct movement paths between stations and associated transport modes.
- Create connecting pathways linking key roads, destinations and future developments.
- Create appropriate and focused community activation nodes adjacent to associated community uses. Such as youth plazas adjacent to Secondary Schools, play grounds near junior schools and Day Care facilities.
- Facilitate flexible community spaces and facilities for programming and activation.
- Provide a range of spaces that accommodate different users and numbers from small intimate spaces to social gathering areas.



**Create Safe and Comfortable Spaces**

The intent is for the design to create safe spaces where people will wish to dwell and enjoy through the following principles:

- Reduce heat load through the retention of existing mature trees, the increase of canopy and understorey planting across the site and the retention of water via WSUD best practice.
- Provide shade and shelter across key areas of the site, in particular dwell spaces and activity nodes.
- Concentrate activity nodes near existing tree canopies and under viaduct for instant shade.
- Create neighbourhood walking loops for different walking distances to encourage activity for all ages and ability.
- Provide seating as rest points at intervals along all pathways.
- Provide universal access and furniture across the site.
- Provide two shared paths to separate user speeds and mitigate conflict.
- Provide natural surveillance to minimise antisocial behaviour.
- Ensure adequate lighting within nodes, plazas and pathways.
- Create defined spaces and ownership boundaries.
- Provide clear pathways and access points reinforced through wayfinding and signage.



**Promote Activation and Development**

The design will support activation and development through the following principles:

- Create high quality public realm and landscape spaces that complement adjacent community uses and neighbourhood centres.
- Provide links or flexibility for future connections to potential development sites and anticipated adjacent uses highlighted within local structure plans.
- Ensure future proposed road crossing points are facilitated for within the landscape design.



# 03 DESIGN NARRATIVE

# 3.1 DESIGN NARRATIVE OVERVIEW

## Narrative Framework

### Narrative Framework

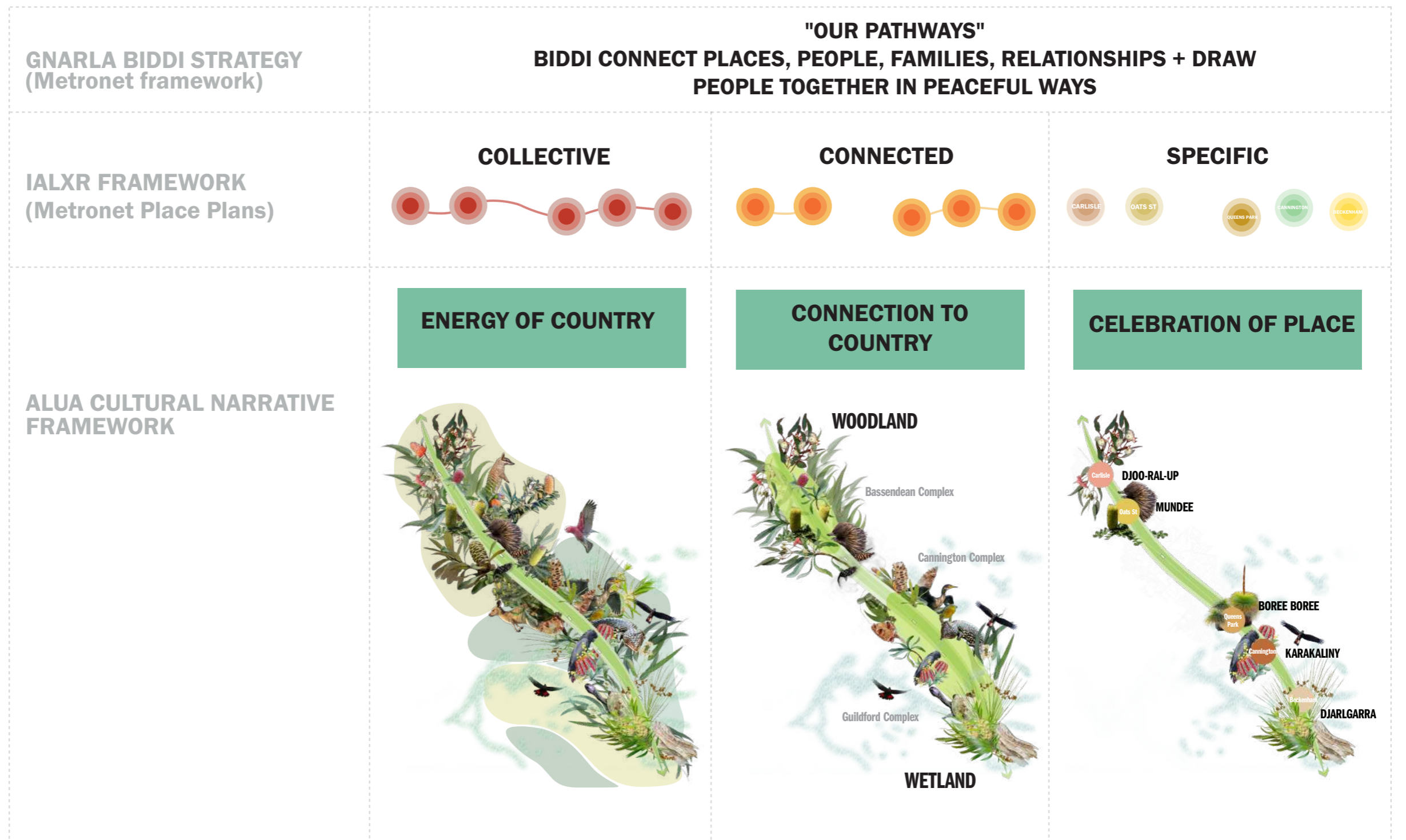
The design narrative provides an overarching theme with sub-themes for all aspects of the project. The narrative is a way to knit together the different elements of the precinct including station architecture and built form, public realm and public art, points of connections and future opportunities.

The conceptual connection has provided thematic inspiration for design decisions while leaving enough freedom to respond with the uniqueness and individualism of local place outcomes.

The Gnarla Bidji Strategy explains the METRONET "Our Pathways" approach which is created to connect places, people, families and relationships. That overarching approach has informed the project design framework which drills down into the places and stations within the project. ALUA has refined that approach one step further to further refine a narrative framework that is based on:

- Energy of Country
- Connection to Country
- Celebration of Place

Those thematic gestures have been identified as culturally, environmentally, and socially significant to the METRONET Armadale project. The ALUA Cultural interpretation strategies are sub-themes that invite future opportunities for deep storytelling, healing, revealing, celebrating, and truth telling.



# 3.2 COLLECTIVE ENERGY OF COUNTRY

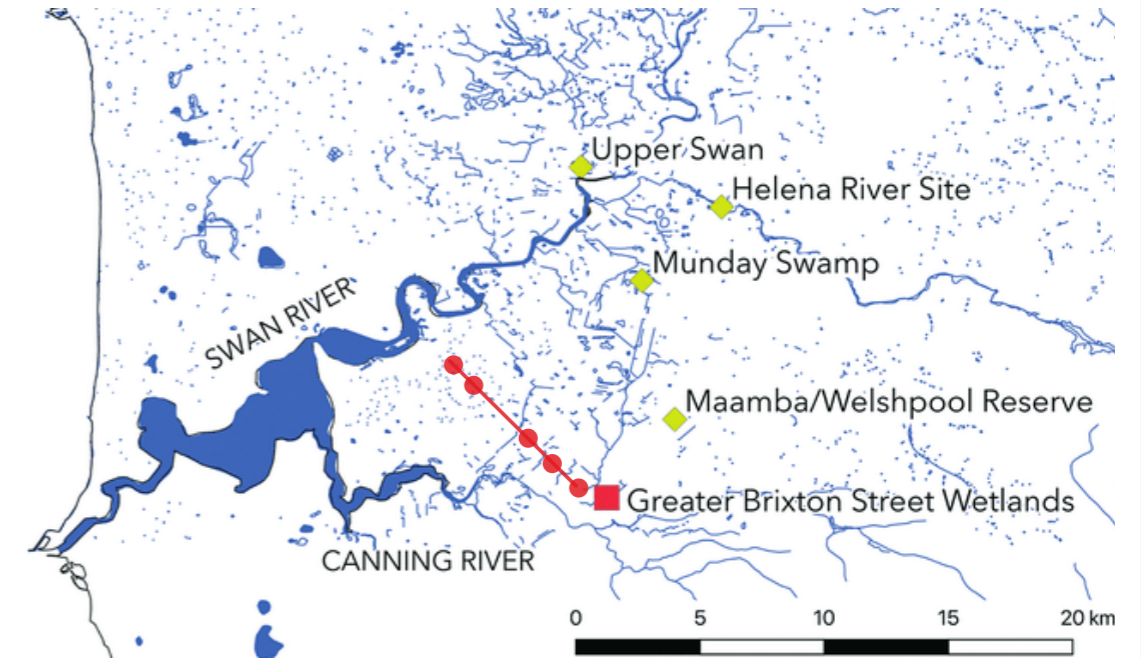
Canning River - Djarlgarro Beeliar  
 Noongar meaning - 'Place of Abundance'

## UNDERSTANDING LIVING COUNTRY:

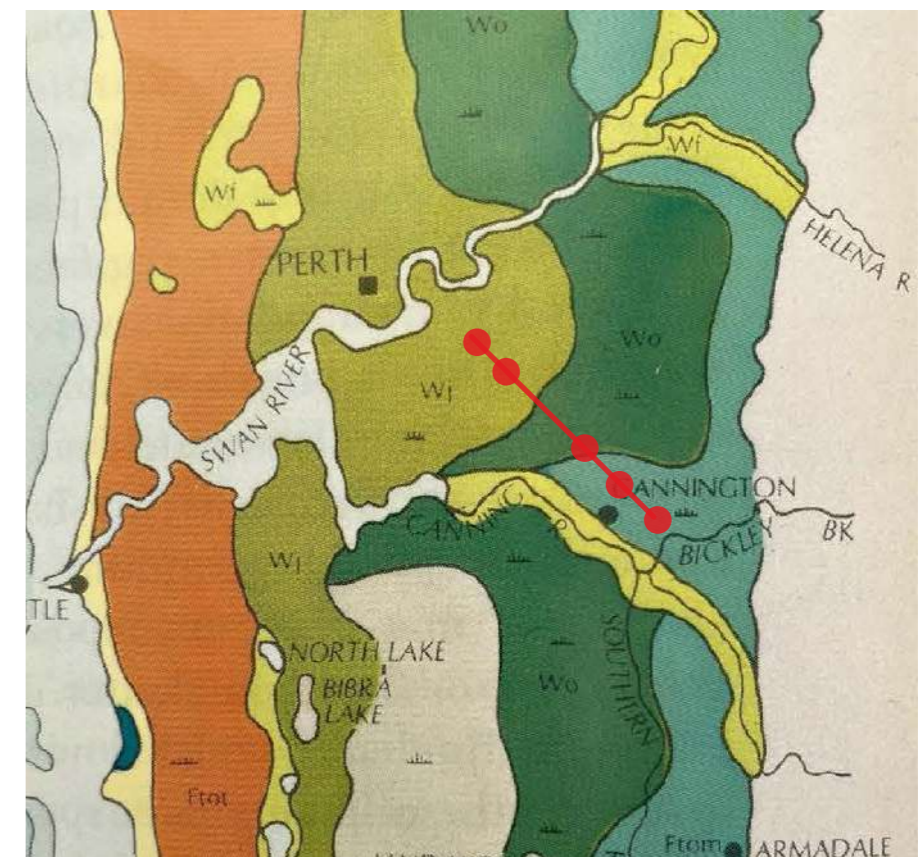
\_Dominant Plant Communities

\_Geological Boundaries

\_Mapping Water Systems



Carly Monks, Location of archaeological sites from the Swan Coastal Plain and Darling Scarp (Monks, 408)



Plant formations in the study area (Seddon, 158)

**Coming Together to Celebrate the Energy of Country**

**REVITALISING LIVING COUNTRY:**

\_Energy and Abundance of Life

\_Energy and Abundance of Water

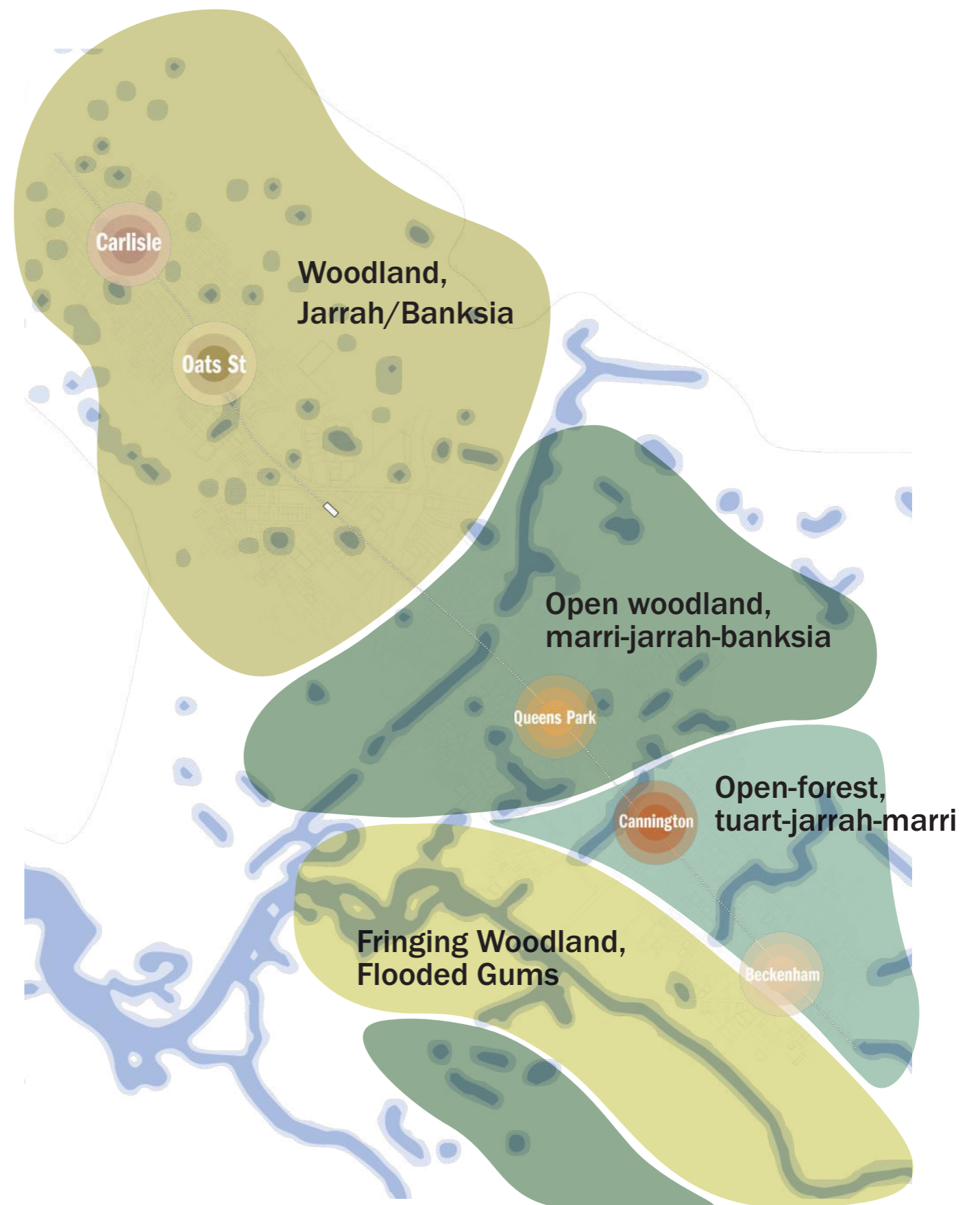
\_Respecting and Symbolising the Energy of Country

**Linewide Strategies - "Energy of Country"**

- Six Seasons Planting utilising plant species from the original vegetation complexes.
- Re-wilding - encourage life back to the corridor (insects, reptiles and birds)
- Reinstate natural ecosystems - water treatments, basins and streams

**Key Interpretive Strategies - "Coming Together"**

- Celebrate Kambarang through wild-flower planting (Kumbar meaning 'big' or 'large' referring to large number of people coming together for social, ceremonial and economic purposes.)
- Mass plant Banksia to celebrate mungyte flowering season and represent the tradition of coming together.
- Spiritual energy through abundance of life and concentration of living energy.



# 3.3 CONNECTED\_CONNECTION TO COUNTRY

Coming Together to Celebrate the Energy of Country

## CONNECTION TO COUNTRY:

\_Noongar Whadjuk People's connection to Country

\_Traditional Activities (Deep Timetable)

\_Traditional Noongar Whadjuk Clan Lands

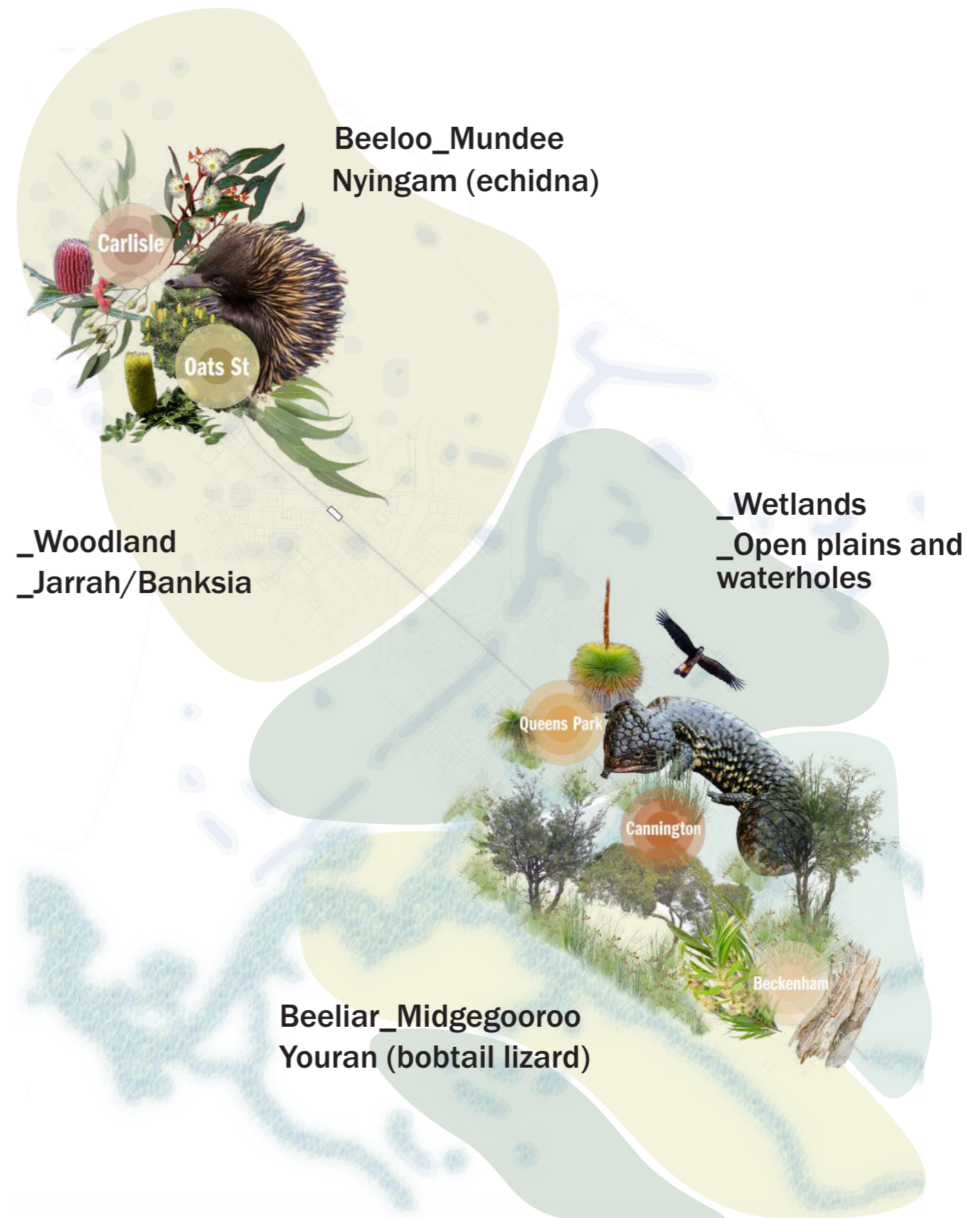
\_Custom, Lore + Language

### Woodland and Wetland

- Two different geological and plant formation types.
- Woodland to the north and open woodland to the south.
- Small watering holes to the north and larger rivers, creeks, watering holes and wetlands to the south

### Beeloo and Beeliar

- Two great Whadjuk Clans - Beeloo and Beeliar
- Beeloo considered the land north of the Canning River part of their ground while the Beeliar mainly traversed the southern section of the river to the sea.
- It is here at the Canning River that the Youran (bobtail lizard) meets the Nyingarn (echidna).
- Youran - totem animal for the Beeliar people
- Nyingarn - totem animal for the Beeloo people



# 3.4 SPECIFIC CELEBRATION OF PLACE

## Carlisle

### DJOORALUP

As referenced on the Department of Local Government, Sport, and Cultural Industries Gnarla Boodja Mili Mili project, Joorolup is the traditional name closest to the Carlisle train station. It comes from the Djooro or jarrah and is the totem of the Djooral Kalla which is the clan group who governed the region. Djooralup the place of the djooral (jarrah).

### Djoo-ral-up

Place of the Jarrah Tree



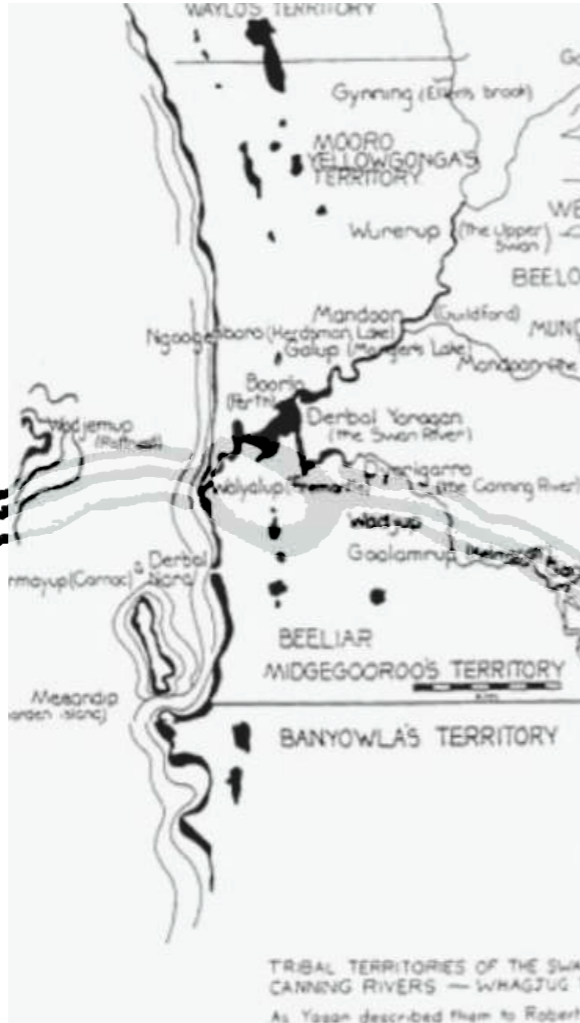
## Oats St

### MUNDEE

Upon the arrival of the British in 1829, Mundee the Noongar leader governed the land of Beeloo as the tribal leader of the Djooral Kalla (Djeeral) clan. Mundee's Kalla or clan of 32 persons was identified. The Elders approved the use of Mundee to promote the heritage and history of the region and gives recognition to the Noongar leader of the Beeloo territory.

### Mun-dee

Noongar leader of the Beeloo territory



## Queens Park

### BOREE BOREE

Booree Booree is the flat plain surrounding Queens Park region and it is referenced by Bates 1992 as being the land governed by Joobaitch a prominent Noongar leader. Flat plains were often used to drive animals into the open to hunt which made it easier to catch them. Bor-ee Bor-ee, the great mass of land or large flat plain.

### Bor-ee Bor-ee

Great mass of land or large flat plain



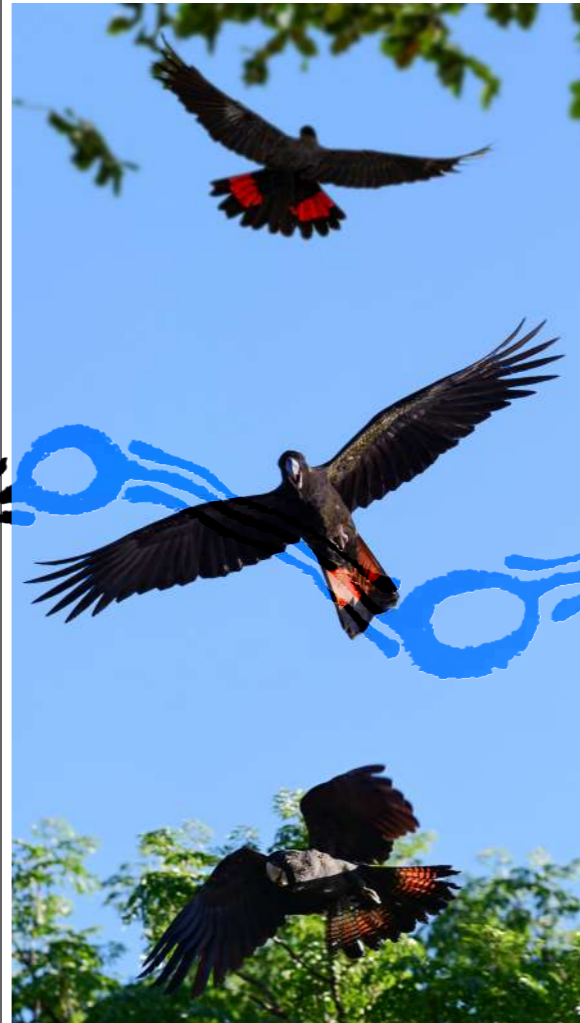
## Cannington

### KARAKALINY

Cannington has been well known by many Noongar people as the Karakaliny (Karragullen) due to the number of red tail cockatoo that frequent the area. The verification of the name of Karakaliny was provided through consultations with Elders who had the knowledge passed down from generation to generation. Karak is the name of the red tail cockatoo and due to the number of red tail cockatoo in the area the local Noongar call this place Karakaliny, the place of the red cockatoo.

### Karak-al-iny

Place where the red tail cockatoo moves



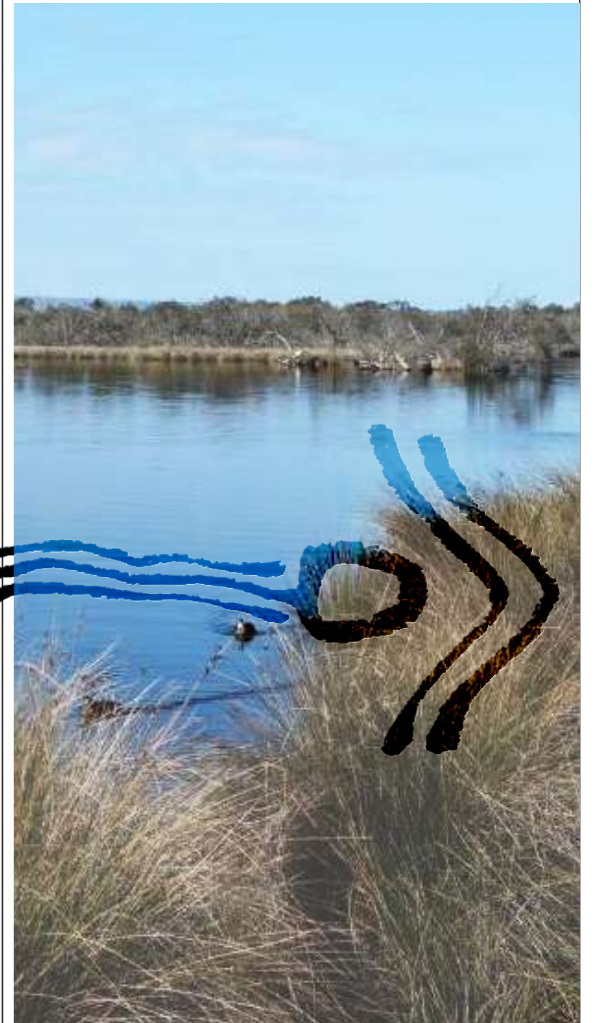
## Beckenham

### DJARLGARRA

Djarlgarra is the traditional name of the Canning River, a significant place due to its association with the Waagul or rainbow serpent. Interviews with Elders validated the need to protect and promote the traditional names and dreaming of the water ways. Beckenham station is the closest station to the Canning River and will promote the traditional name of Djarlgarra to educate the community. Djarlra the place of abundance.

### Djarl-gar-ra

Place of abundance

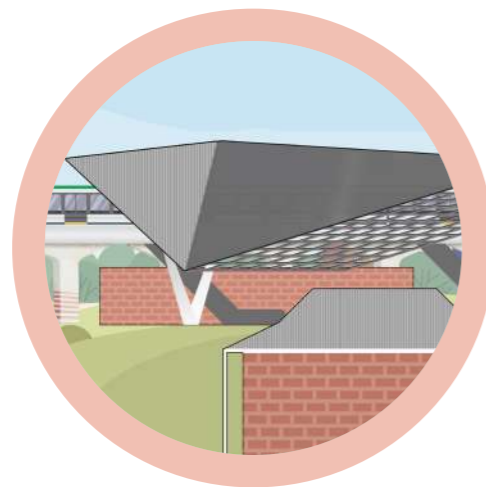
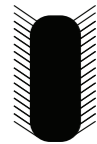


# 3.5 STATION NARRATIVE

## Design Narrative Framework - Stations

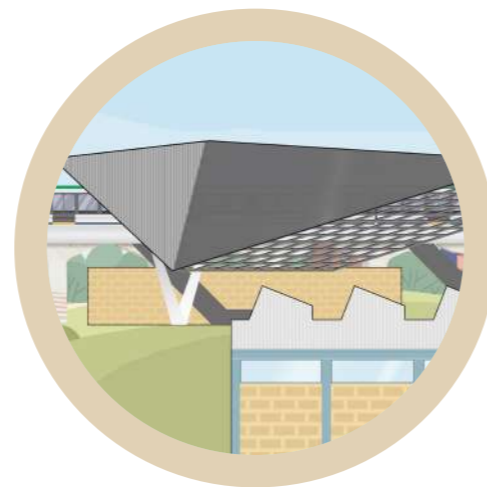
The linear park is a reflection of the natural world, the design bring to life a living country, it draws people into the space to create an abundance of energy and references the importance of water. The forms are fluid and natural.

The stations are a reflection of the existing materiality and architectural aesthetic of each local place along the rail line. The form is more geometric and structured responding to the urban framework.



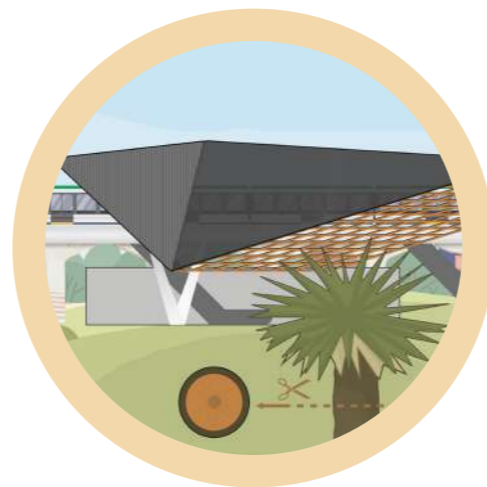
### Carlisle

Inter-war Vernacular  
Architecture



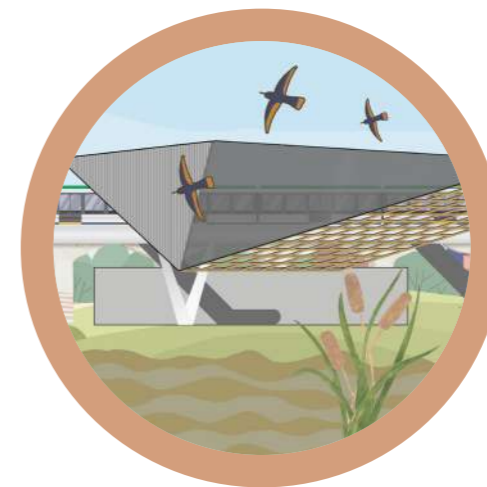
### Oats Street

Technological Innovation  
Education



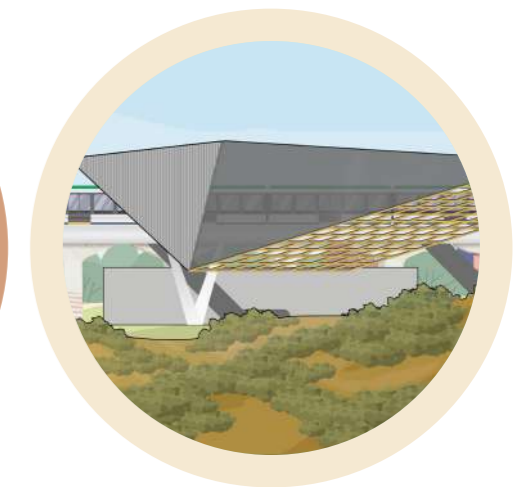
### Queens Park

Urban Grain Opening Up To  
Perth Hills



### Cannington

Urban Grain Opening Up To  
Canning River



### Beckenham

Perth Hills Landscape

# Material Palette Adapted to Create Individual Identities



**Carlisle**



**Oats Street**



**Queens Park**



**Cannington**



# 3.6 STRUCTURE NARRATIVE

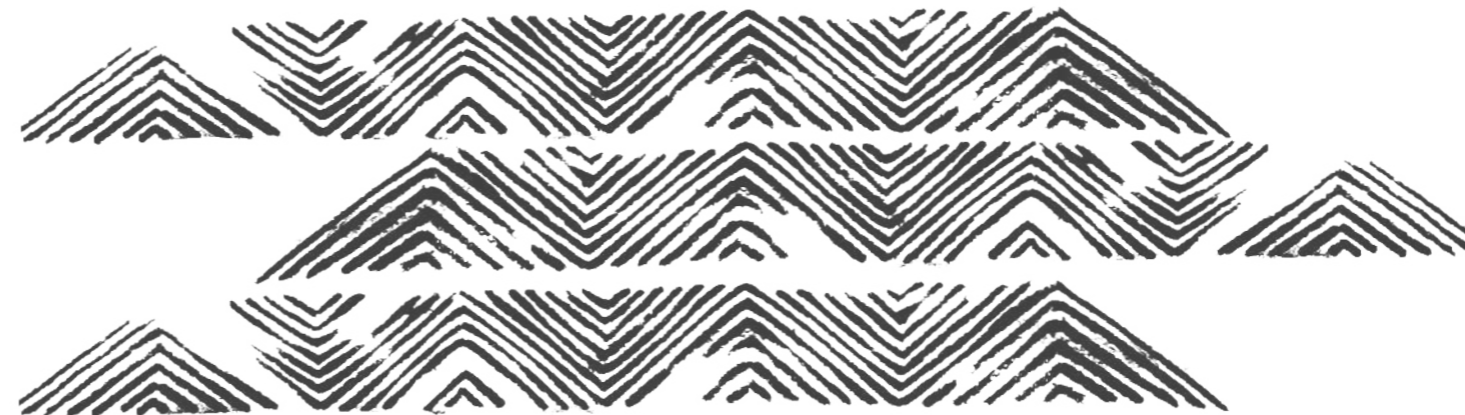
## *Interpretive Protective Markings Embodying the Concept of Travelling Safely Through Country* *Part of DA 01 - Viaducts and Piers*

### Integrated Design - Viaduct Screen

With indicative designs prepared by Barry McGuire, the viaduct screens reflect Noongar shield designs which are a symbol of protecting people as they travel through country, along the railway corridor and line above. The viaduct provides a connected identity and narrative along the whole corridor, with the opportunity for Noongar place names integrated with each specific station.

“These are the symbols or protection from our old shields. This pattern would have been grooved out. I’ve drawn thick lines to symbolise the deep carving of the woods. This symbol of protection wraps around the piers. It will keep everyone safe.”

- Barry McGuire



Artwork By Barry McGuire

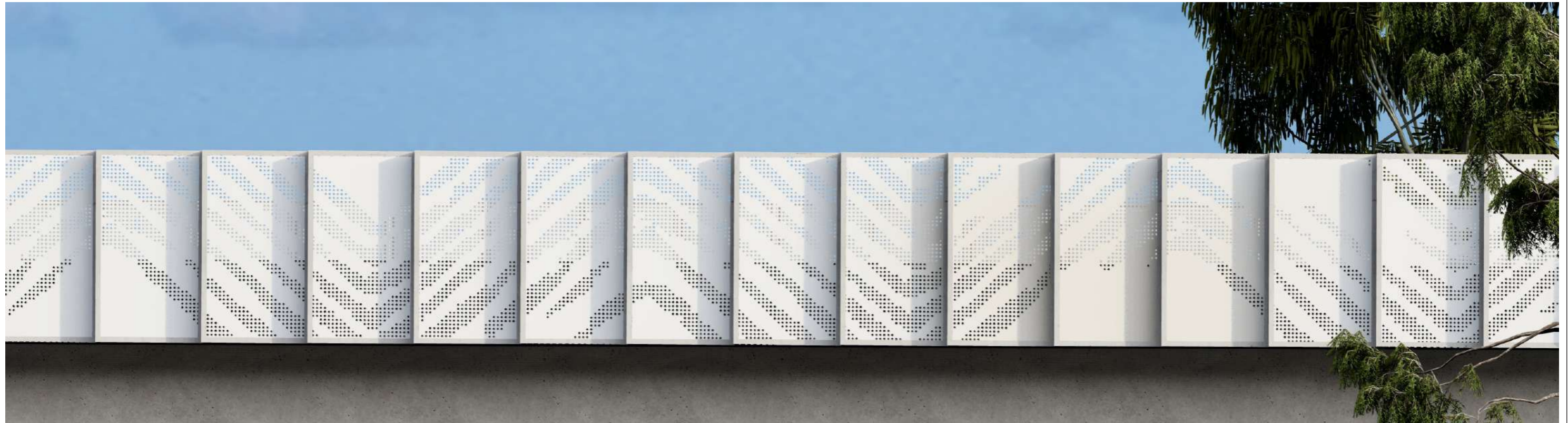


Example of Noongar Shields

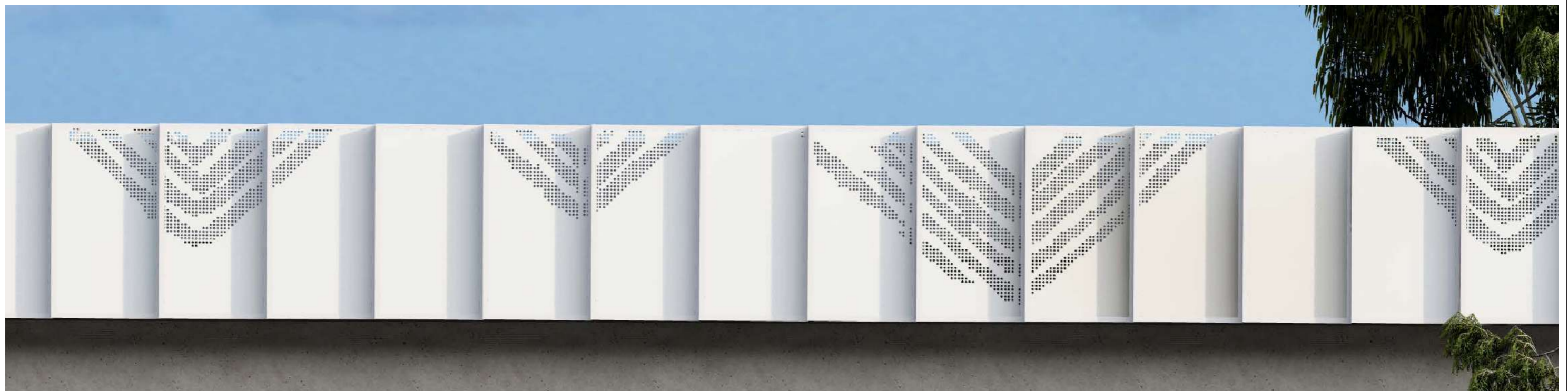


Example of Integration - Archer Street

***The base artwork pattern has been adapted to fade from areas of greater to lower intensity creating a variety along the rail corridor***



**High Intensity Pattern At Stations (10% Perforate)**



**Lower Intensity Pattern Linewide (4.6% Perforate)**

## Part of DA 01 - Viaducts and Piers



High Intensity Twin Pattern



Interface at Station



Patten Transition at station

# Integrated Cast In Artwork - 2.5m Wide Module

## Part of DA 01 - Viaducts and Piers



Viaduct Screening Over Mint Street

# 04 DESIGN STRATEGIES

# 4.1 OPPORTUNITY

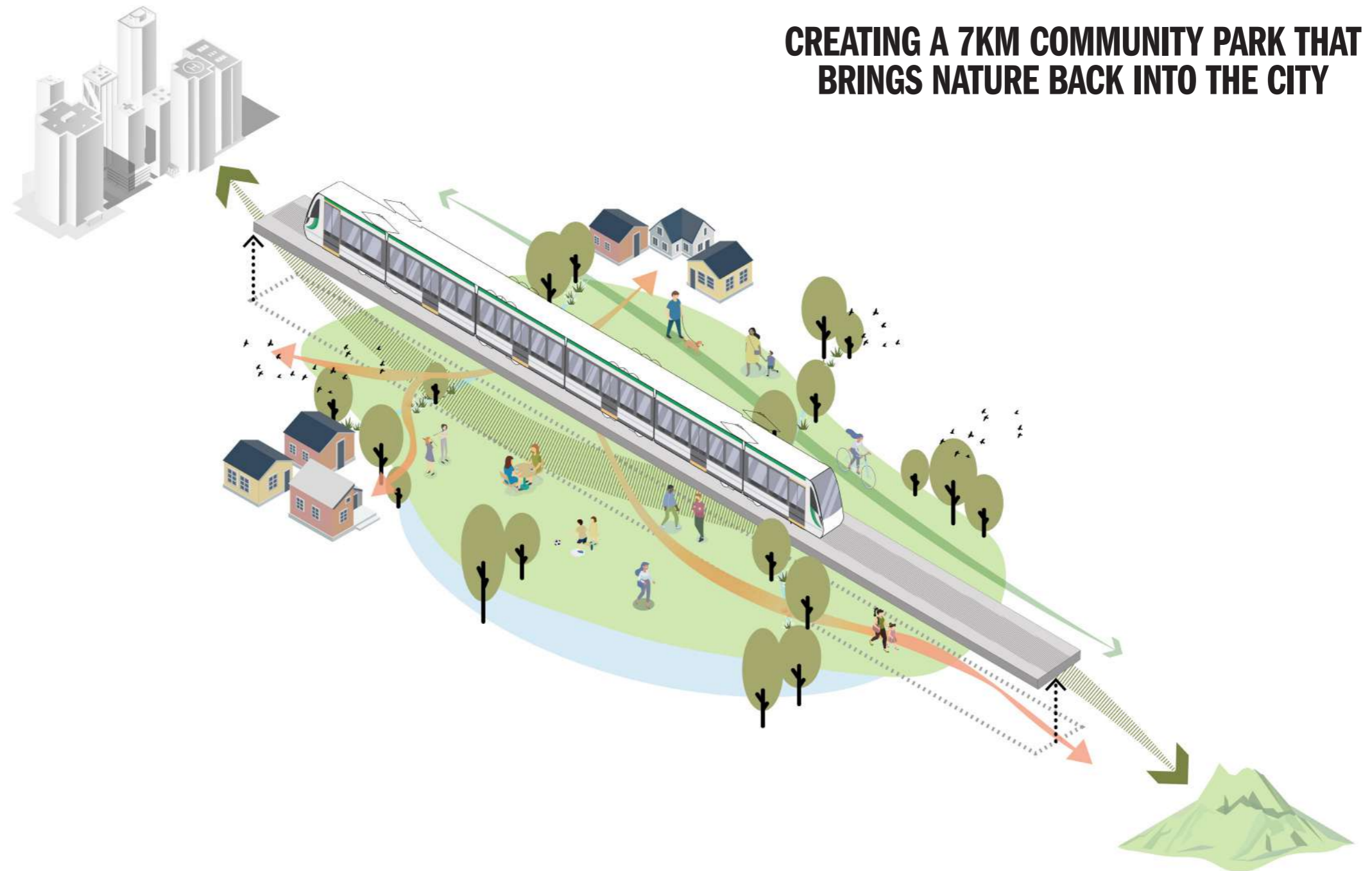
## Creating a Linear Park

The strategy to elevate large portions of the railway along the Inner Armadale Line will achieve the goals to remove an at grade level crossings and therefore manage traffic flow and significantly improve safety and travel times in the area.

The significant opportunity this project generates through the elevation of the rail is in creating open connections between communities surrounding the railway and valuable areas of public open space.

This project seeks to provide a corridor full of life and vibrancy connecting the city to the hills that revitalises country by returning this previously inaccessible space to the community and nature.

An ecologically rich linear parkland, imbued with stories and meaningful connection to the community, to First Nations 'Country', to place and beyond.



# 4.2 CONCEPT

## Concept Design

The Metronet brief instructs that the urban and landscape design is consistent with the intent of the Preliminary Place Plan and Landscape Concept documents.

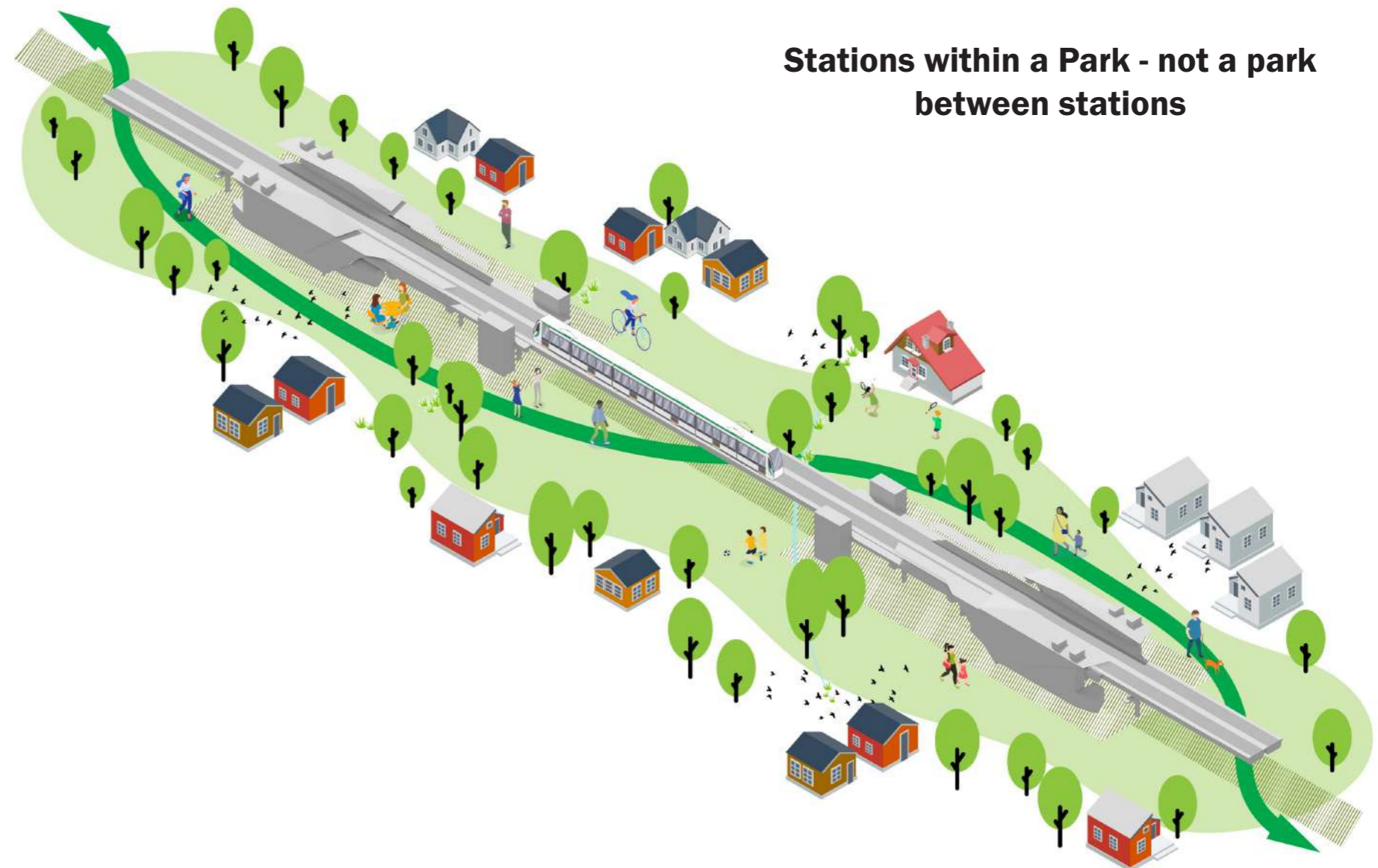
This has been achieved through key moves such as:

- Creating a vibrant linear park with a range of community facilities, attractions and flexible spaces.
- Opening the cross connection of the corridor via safe and well defined pedestrian pathways.
- Meeting the needs of multiple different local users such as families, elderly, school children, retirees, youths, young adults, workers etc
- Creating the station plazas as arrival spaces for the neighbourhood centre, providing orientation and amenity.
- Providing community hubs with play spaces and uses focused to adjacent community facilities, school and childcare centres.
- Providing a range of seating opportunities including alfresco dining and outdoor study spaces.
- Ensuring viaduct maintenance and emergency access along trafficable pedestrian paths.

The design concept was developed to optimise opportunities to interface with adjacent urban renewal. Strategic planning context has been reviewed in all locations and the landscape has been designed to provide opportunity for further connectivity and links to future public open space and urban development.

The landscape design meets the Metronet requirements whilst offering enhancements such as:

- Consolidating key activation and amenities at station neighbourhood centres and adjacent to key destinations.
- Enabling a rhythm of character zones along the corridor between active centres and passive quieter parkland zones.
- Celebrating quiet parkland and allow space for nature, habitat, retreat and well-being.
- Increasing the overall area of pedestrian paths (above the SWTC design intent) in order to:
  - Provide two primary pedestrian paths that loop through the parkland creating a network of neighbourhood walks and trails.
  - Remove high speed cycle users from the centre of the corridor to the periphery to minimise crossing points and conflict.
- Creating a chain of small parkland nodes - seating, exercise and play creating smaller scale points of interest and activity along the corridor.
- Utilising the viaduct for shade through the location of a large proportion of nodes and activation under structure.



**Stations within a Park - not a park between stations**

# 4.3 DESIGN STRATEGIES

## Strategies

An extensive process of site evaluation, local content understanding and engagement with stakeholders and community identified a number of important strategies that have been integrated into the design outcome:

- Cultural Narrative - provides the foundation for the design approach to this important project.
- Circulation Strategy - that provides for a nodes and loops approach and PSP strategy
- Activation Strategy - Identifying zones that support a diverse mix of activities to meet the multi-generational needs of the culturally diverse community. It will include active and passive zones, with nodes for exercise and seating.
- Play Strategy - The linear part will provide ample opportunities for play, they will include youth play, free play and divergent play.
- Universal Access Strategy - Access to the park for as many possible is essential to project success. The differently abled will feel welcome to recreate in this inviting place.
- Sustainability Strategy - An integrated approach to sustainability is imbued into the project via a re-wilding approach, a native planting strategy, integrated stormwater and a considered approach to irrigation.
- Public Art Strategy - fundamental to the art strategy is an integrated approach to design, wayfinding and public art.

These strategies have come together to create three strong design themes:

- \_ Activation - A local place approach
- \_ Environment - A re-wilding approach
- \_ Movement - a nodes and loops strategy

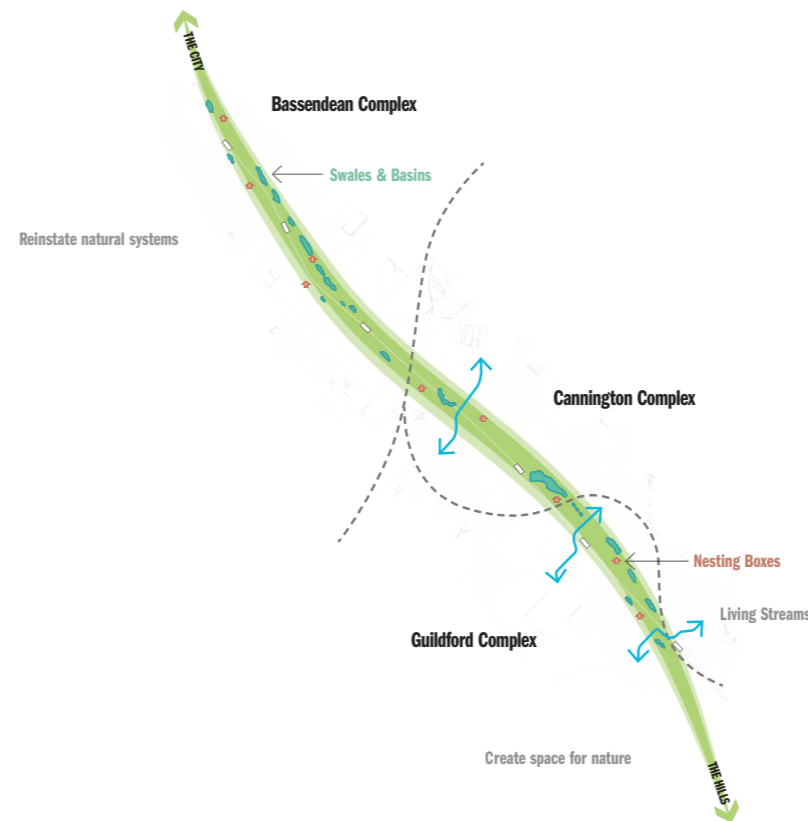
## Activation A local place approach



### Application

- Local Community Spaces
- Divergent Play Strategy
- Universal Play
- Free Play
- All Ages Play
- Creative Play
- Immersive Play

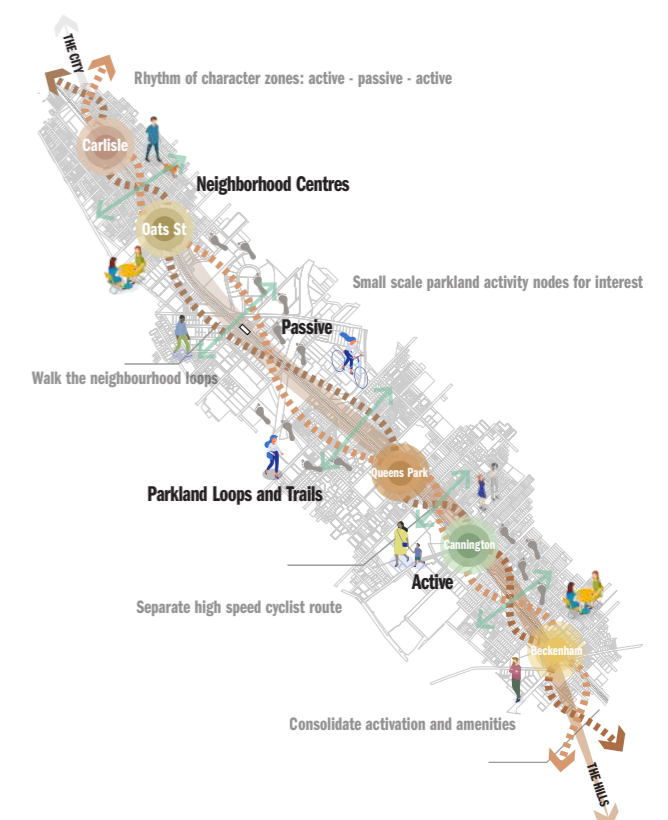
## Environment A re-wilding approach



### Application

- Stormwater Approach
- Irrigation
- Sustainability
- Planting Strategy
- Irrigation Approach

## Movement A nodes and loops strategy



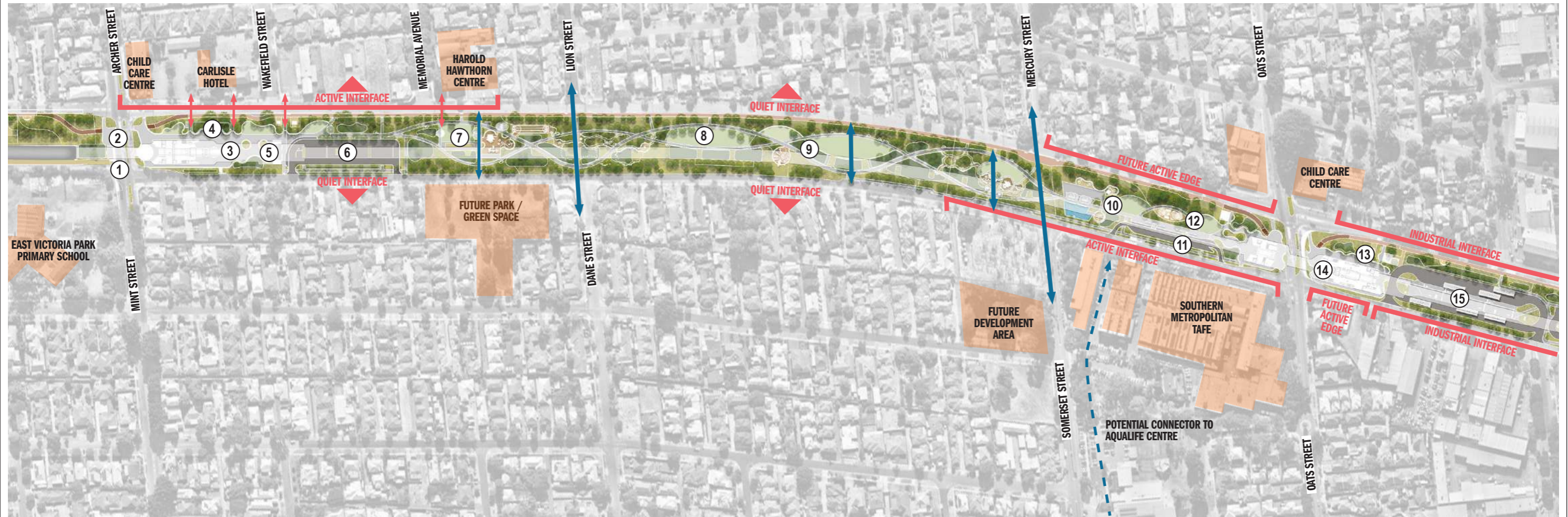
### Application

- Principal Shared Path
- Universal Access & Inclusion Strategy



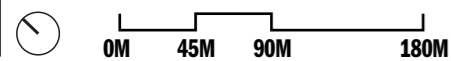
# 4.4 URBAN DESIGN APPROACH

## Oats Street Package

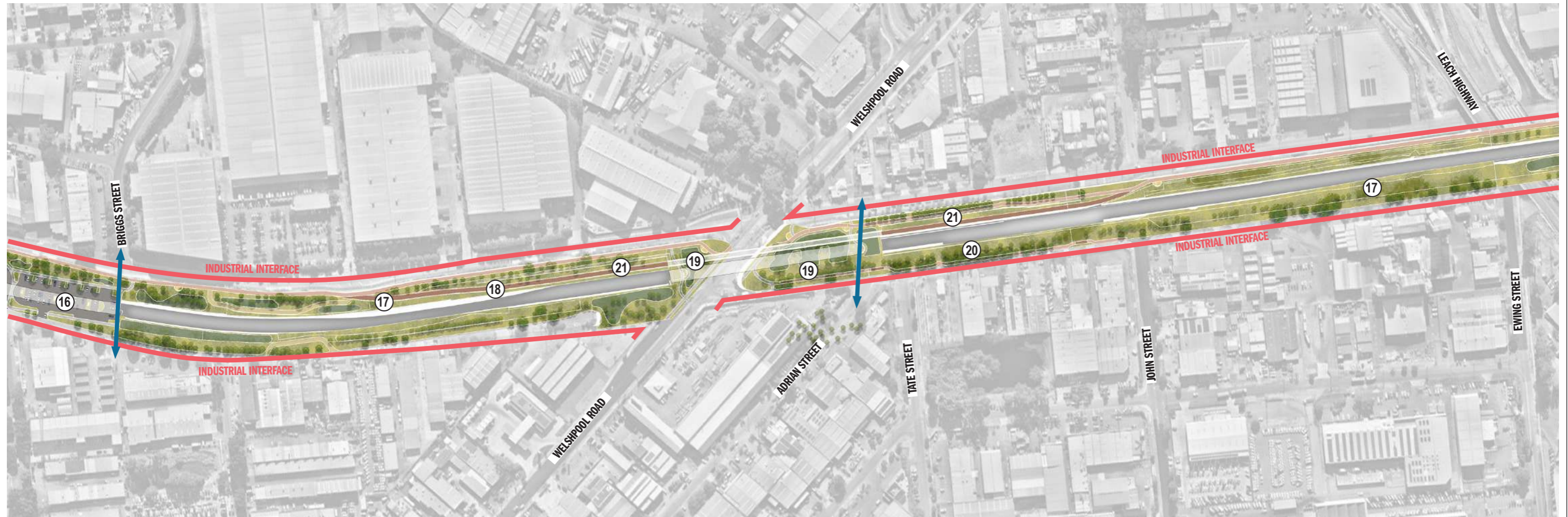


**Legend**

- Precinct Paving
- Footpath
- PSP
- Lawn
- Planting
- Infiltration Planting Beds
- Trees



- |   |  |  |  |
|---|--|--|--|
| <p>① Design will interface with Mint/Archer streetscape upgrade including cycle lanes (ToVP).</p> <p>② Carlisle Station plaza addresses Mint/Archer Street to connect with the ToVPs improvement plans.</p> <p>③ Carlisle Station and Forecourt.</p> <p>④ Civic space to support both station and community functions. Opportunity for future streetscape upgrade to connect to adjacent active edge.</p> | <p>⑤ Community activation space.</p> <p>⑥ Carlisle Station carpark located under viaduct and away from active community edge. Provide access to car park that does not conflict with PSP.</p> <p>⑦ Multi-generational community node linking to Harold Hawthorn Centre and future green space.</p> | <p>⑧ Parkland spaces adjacent to more residential quiet areas.</p> <p>⑨ Fitness Park set within a space with large lawn areas for fitness clubs and community group activation..</p> <p>⑩ Youth zone linking to TAFE and future aqualife connector.</p> <p>⑪ Oats Street short term parking and kiss 'n' ride drop off located under viaduct for weather protection and so not to conflict with PSP.</p> | <p>⑫ Community activation space.</p> <p>⑬ Civic space to support both station and community functions.</p> <p>⑭ Oats Street Station and forecourts addressing Oats Street.</p> <p>⑮ Bus Interchange.</p> |
|---|--|--|--|



- |   |  |  |
|---|--|--|
| <p>①⑥ Oats Street long term car park. Provide access to car park that does not conflict with PSP.</p> | <p>①⑧ PSP bridge over Welshpool Road.<br/>①⑨ Welshpool Road path network maintaining pedestrian desirelines across the urban grid.</p> | <p>②⑦ Welshpool Station removal zone.<br/>②① Embankments - minimise impact through vegetation and minimal use of rock pitching to banks.</p> |
| <p>①⑦ Rail at grade - re-vegetate and minimise impact.</p>  |  |  |

# 05 DESIGN SOLUTION

# 5.1 DESIGN OVERVIEW

## Design Solutions

Having established a number of informative strategies the design team has created a detailed and specific design outcome for each precinct. This design solutions relates to the complex process of balancing the design vision, scope of works, local context, design principles and those all-important strategies.

The linear park design is showcased within the following design packages:

- Oats Street Package (North)
  - Carlisle Station
  - Oats Street Station
- Wharf Street Package (South)
  - Queens Park Station
  - Cannington Station
- Beckenham Package
  - Beckenham Station

This document includes information for the Oats Street Package only.

Across these precincts the following elements have been detailed:

- Overall master plan - highlighting the location of stations and surrounding land uses.
- Station Precincts - showcasing the nodes of activities that will be collocated with the stations

The design detail is then demonstrated across the following themes

- **Stations** - detailing the design of the station buildings:
  - State Planning Policy 7.0
  - Noongar Place Names
  - Colour and Identity
  - Brickwork
  - Platform
  - Carlisle Station Design
  - Oats Street Station Design
- **Activation** - detailing where the different activities are located along the corridor from north to south including station detail (Note the station design is part of a separate DA process)

- Mungyte Place
- Banksia Discovery Trail
- Fitness Park
- Puggle Playground
- Oats Street Youth Plaza
- Croquet Club
- Rest Nodes

→ **Environment** - detailing the environmental elements of the design including:

- Sustainability strategy
- Tree / Planting Strategy
- Shade studies and Planting Offset studies to determine the best plant allocation
- Water Sensitive Urban design Strategy

→ **Interpretation** - demonstrates the design choices made to reflect the local sense of place and the art and culture narrative including:

- Interpretation Opportunities
- Material Strategy
- Park Shelters

→ **Movement** - a series of design solutions to support all forms of movement with a priority for pedestrian movement and safety:

- Movement Strategy
- PSP Crossing Strategy
- Specific Access Plans for Station Precincts
- Security and CPTED Strategy
- Lighting Strategy

The design has been informed by:

- Extensive engagement with the local community
- Design refinement with LGA and OGA
- A collaborative design and refinement process with state government agencies
- Detailed consultation with the PTA on key issues

## THEMES:

### STATIONS



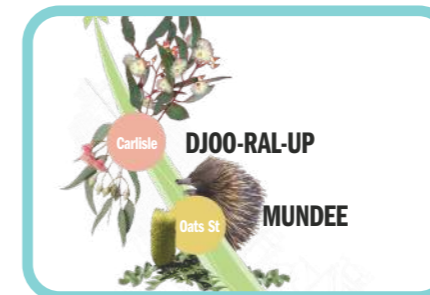
### ACTIVATION



### MOVEMENT



### INTERPRETATION



### ENVIRONMENT



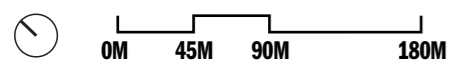
# 5.2 MASTER PLAN & STATION PRECINCTS

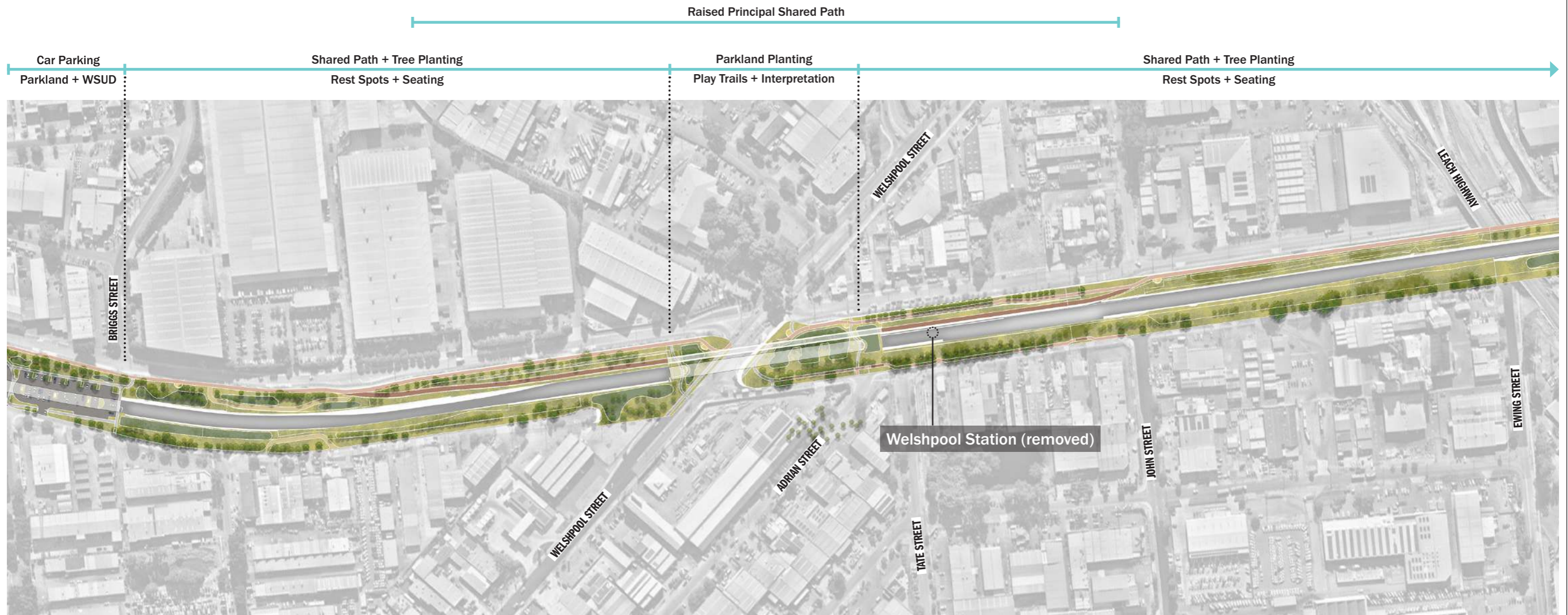
## OATS STREET PACKAGE (NORTH)



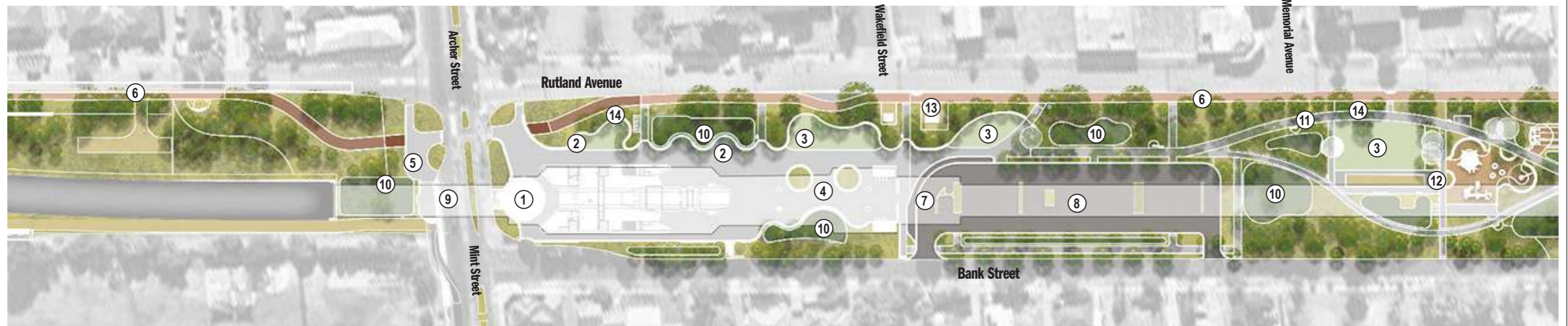
**Legend**

- Precinct Paving
- Footpath
- PSP
- Lawn
- Planting
- Infiltration Planting Beds
- Trees





# Carlisle Station



# Oats Street Station



### Station Precincts

The Station Precincts contain the following amenities:

### Legend

- Precinct Paving
- Footpath
- PSP
- Lawn
- Planting
- Infiltration Planting Beds
- Trees



- ① Station forecourt with surrounding seating walls for informal seating, gathering, waiting and resting.
- ② Seating nodes comprising paving highlights, low concrete seating wall with integrated lighting and timber tops create opportunities for gathering, waiting and resting.
- ③ The village lawn is a flexible space for community events, gathering and passive recreation.
- ④ Station Plaza that links to the adjacent village lawn creating a large activation space for community events such as makers markets.
- ⑤ Station plaza extends across Archer Street to support the sense of activation of this local centre main street.
- ⑥ Principal Shared Path (PSP) retained as existing with upgrades to accommodate crossing points and interface with intersection.
- ⑦ Station car park accommodating all special bays such as electrical car charging, accessible, short term, kiss and ride and taxi bays.
- ⑧ All day parking accommodating WSUD principles and overhead viaduct cover.
- ⑨ Bus Stops
- ⑩ Rain Gardens and swales with wetland planting.
- ⑪ Meandering path network through parkland corridor creating recreational amenity and linking key attractions and locations.
- ⑫ Multi-generational activity node inclusive of bocce court, universal access playspace, nature playground and seating area.
- ⑬ Transformer with buffer screening planting.
- ⑭ Planting buffer between corridor pedestrian areas and PSP to create safer pedestrian and cyclist environment.
- ⑮ Community seating zone with banquet style long tables, shade shelters and tree planting provides a gathering space for events, informal gatherings and students (GPOs and USB connections provided to tables).
- ⑯ Bus Interchange
- ⑰ Hardcourt with basketball half court and other games.
- ⑱ Youth plaza incorporating skate park, hammocks, and seating walls creating a "hangout space" for relaxing, observing and gathering.
- ⑲ Weatherproof architecturally designed bike shelter.





# 06 STATIONS

# 6.1 STATION DESIGN INTRODUCTION

**Station design has played a historic role in the development of communities along the Armadale Line since its creation in 1889. As the elevated station buildings become more prominent, it is important to ensure that they become significant urban markers without forming new physical and visual barriers.**

## Established in the 19th Century

Station design has played a historic role in the development of communities along the Armadale line since its creation 1889.

### Original stations

- Perth
- Welshpool
- Kelmscott
- Armadale
- Cannington

The arrival of the stations catalysed suburban growth forming the focal point of the emerging communities. As the relative importance of the road network has grown over the course of the 20th century, the significance of suburban stations at the heart of communities has diminished.

The LXR Program represents the single biggest line-wide investment in a generation. The elevation of the railway and removal of physical barriers between the Eastern and Western halves of the suburbs has the potential to once again transform their communities.

## Future Forward Opportunities

In its current configuration, the ground level experience of the train line is of a fence, and in several locations, overhead power cables. By elevating the rail, these physical barriers will be replaced by a generous urban park and amenities. As the barriers are removed and the space between the line becomes a vibrant community asset, the stations once again have the potential to become an important amenity in support of their precincts and established neighbourhood centres. Safe and vibrant community places around which further transit oriented development can take place.

As the station buildings become more prominent, it is important to ensure that they become significant urban markers without forming a new physical and visual barrier. In developing the station design, the ALUA team has taken care to break up the station massing in order to maximise visual porosity whilst providing sufficient amenity and weather protection. By taking into account these competing urban drivers the design aims to strike the balance between creating a strong community focal point within a minimal physical footprint.

## A 21st Century Australian Vernacular Station

The opportunity of opening up the line combined with the increased physical presence of an elevated station building offers the opportunity for the station architecture to once again become a physical focal point and architectural expression of community.

The Inner Armadale Line travels through a number of connected yet diverse communities with a specific distinction drawn between the innermost stations at Carlisle and Oats Street and the outer stations where the urban grain opens up to a more diverse urban context and eventually, to the hills.

The primary character of all the station precincts is residential; in developing our standardised station design we have drawn upon the local residential vernacular in creating a rooted yet porous plinth and sloped upper facade that references the distinctive suburban roofscape. In order to maximise visual porosity and the removal of physical barriers, the upper canopy has been physically detached from the station building plinth as far as possible, lending a dynamism to the station by expressing its function as a train station in harmony with, yet distinct from, the adjacent residential vernacular.



# 6.2 STATE PLANNING POLICY 7.0

## State Planning Policy

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0) forms part of the State Government's Design WA initiative which seeks to ensure that all developments across the state promote good design. SPP 7.0 identifies ten overarching design principles which are required to achieve good design.

ALUA has reviewed the state planning policy and incorporated these 'good design' principles throughout the IALXR Project. The following outlines a general approach to the application of these 'good design' principles.

Refer Section 8.0 for station design solution.



### 1. Context and Character

*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

The Inner Armadale Stations will be carefully embedded into each precinct. They will be 'good neighbours' by enhancing and celebrating the elements that make each place unique, building on local Aboriginal and post-colonial (hi)stories. The stations will recognise the buildings, streets and landscapes appreciated by the locals from the vernacular Australian homes to the watering holes and wetlands by the Swan River.

The stations materiality and colouration will be designed to be distinct and responsive to local contexts whilst maintaining a consistent line-wide character.

Refer to Section 8.0 for specific details on the Context and Character response.



### 2. Landscape Quality

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

The hard and soft landscape, and urban design elements throughout the corridor will be imbued with stories and meaningful connection to the community, to First Nations 'Country', to place, and beyond. The elements will be applied to create external environments that interact in a considered manner with built form, resulting in well-integrated, engaging place that respond to the local identity and streetscape character.

The consideration of environmental factors such as water and soil management, ground and site conditions, solar access, micro-climate tree canopy, urban heat island impacts, habitat creation and preservation of green infrastructure will also be incorporated in the landscape design. A native planting palette will be introduced to define character and promote biodiversity and restore lost or damaged ecosystems and endemic vegetation complexes, where possible.

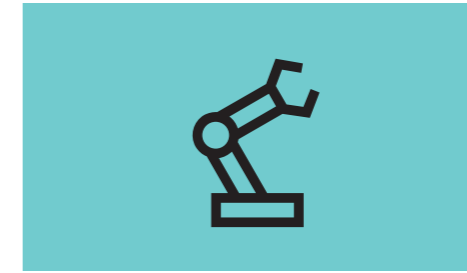


### 3. Built form and Scale

*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.*

The scale, massing and height of the station building will respond to adjacent planned built fabric and blend with the residential developments, whilst acknowledging the natural landform characteristics of the broader region.

The orientation, proportion, composition, and articulation of built form elements will be suited to the purpose of a transit-oriented development. Through defining the public domain of a station precinct, contributing to the character of adjacent streetscape and open spaces, and providing good amenity for people at ground level with connections to important views, vistas, and landmarks.



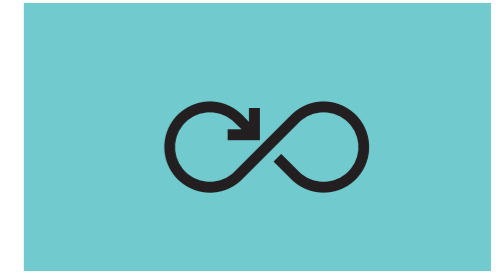
### 4. Functionality and Build Quality

*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.*

The stations will be functionally simple and efficient. The clear arrangement of un-paid, paid and service spaces will facilitate good relationships between spaces and ease of use. The design will be flexible and adaptable for future requirements without the need for major modifications.

The new rail infrastructure will become a long-term asset for each neighbourhood that get 'better with age'. Good build quality will be achieved by using durable materials, finishes, elements and systems that are easy to maintain and weather well over time. Architectural product selections and details will focus on resilience to wear and tear expected from intended use, upgrade ease and maintenance minimisation.

An integrated systems approach will be implemented to achieve a functional and serviceable final outcome, without detriment to aesthetic appearance. Consideration will be given to the full life-cycle of systems and mitigation of potential climate change impact



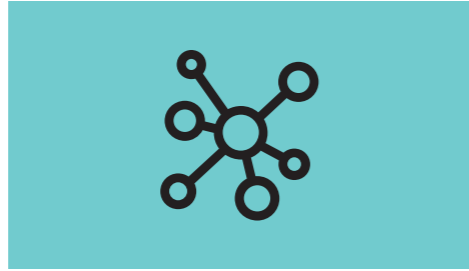
### 5. Sustainability

*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

The stations and connections across the line will offer quality low-emission transport options for thousands of locals, based around modern station environments and paths across the rail line.

The proposal will apply a sustainability approach through the use of passive environmental design measures, response to local climate and site conditions, provision of orientation, shading, thermal performance and natural ventilation. Water-sensitive urban design and landscape principles will be applied to minimise negative impacts on existing natural features and ecological processes.

The reduction of reliance on technology for heating and cooling will minimise energy use, resource consumption and operating costs over the life-cycle of the project. The use of sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures, harnessing of renewable energy sources, and total water cycle management will also be incorporated, where applicable.

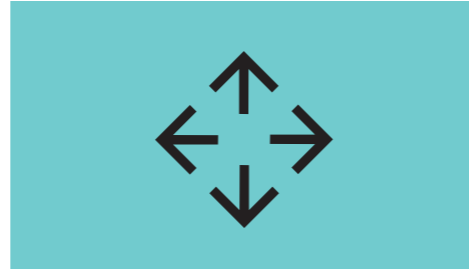


**6. Amenity**

*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 corridor's landscape and activity spaces will offer universally accessible places and opportunities for people to meet and socialise, providing optimal levels of external amenity, functionality and weather protection while encouraging social inclusion, equitable access and respect for the public and neighbours

Paid zones, service rooms and other internal spaces will be adequately sized, comfortable and easy to use and furnish, with good levels of daylight, natural ventilation and outlook. Where applicable, appropriate levels of acoustic protection and visual privacy, adequate storage space, and ease of access for all will be provided. Considerations have also been made about appropriate densities that are consistent with projected population growth, and able to be sustained by existing or proposed transport, green and social infrastructure.



**7. 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.*

Sightlines will be well-considered throughout the station site, with built form responding to important vantage points, taking key consideration of surrounding neighbourhoods, major intersections and significant buildings. Access and circulation within and around the perimeter of the station will contribute to a fine-grain network of direct and connected routes within and beyond the station site. The purpose of this approach is to prevent the station from becoming a large non-permeable block.

At ground level, the station building will be easily recognisable as a public transit facility and the station entries will be clearly identifiable and orientated to serve efficient and intuitive wayfinding. Pedestrian movement is given priority over vehicular movement.

This architectural legibility will support connections to existing movement networks by enhancing ease of navigation through the station and its surroundings.

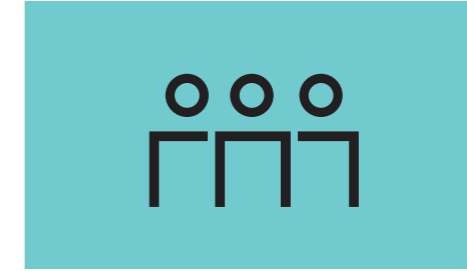


**8. Safety**

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

New spaces beside and under the rail will feel a part of the neighbourhood. Appropriate measures will be integrated to ensure paths and activity spaces along the corridor are well-lit and maximise passive surveillance to ensure a comfortable journey. The design of vehicular transport routes such as busways and vehicle drop-offs will be configured to mitigate negative impacts on pedestrian amenity.

Within the station building, opportunities for passive surveillance will be maximised through the provision of clearly defined paid and un-paid spaces with well-lit secure access points.



**9. 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.*

The station design will respond to existing and planned future retail, commercial and residential development, with a focus to encourage social engagement and physical activity in an inclusive, equitable manner and consider how the new station facility can contribute to activation of adjacent public spaces.

In addition, the significant public realm investment is focussed on the community use and benefit. Careful consideration has been given to high level of integration with local movement networks to improve general access from these highly walkable neighbourhoods.



**10. 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.*

The new rail infrastructure will be part of each neighbourhood long into the future. The look and feel of stations and the places around them should be simple with an emphasis on functionality. The identity of each station precinct will be reflected in each neighbourhood, with unifying features that demonstrate continuity along the lane.

The station design will address all scales, from the articulation of building form through to the selection and detailing of materials and building elements.

Aesthetics will not be limited to style and appearance; the coherence of the design concept and the cultural relevance of the station will also be taken into account. Good waste management practices, re-use of materials and existing structures, harnessing of renewable energy sources, and total water cycle management will also be incorporated, where applicable.

# 6.3 NOONGAR PLACE NAMES

## Carlisle DJOO-RAL-UP

As referenced on the Department of Local Government, Sport, and Cultural Industries Gnarla Boodja Mili Mili project, Joorolup is the traditional name closest to the Carlisle train station. It comes from the Djooroo or jarrah and is the totem of the Djooral Kalla which is the clan group who governed the region. Djooralup the place of the djooral (jarrah).

### Djooralup Place of the Jarrah Tree



## Oats St MUNDEE

Upon the arrival of the British in 1829, Mundee the Noongar leader governed the land of Beeloo as the tribal leader of the Djooral Kalla (Djeeral) clan. Mundee's Kalla or clan of 32 persons was identified. The Elders approved the use of Mundee to promote the heritage and history of the region and gives recognition to the Noongar leader of the Beeloo territory.

### Mun-dee Noongar leader of the Beeloo territory



## Queens Park BOREE BOREE

Booree Booree is the flat plain surrounding Queens Park region and it is referenced by Bates 1992 as being the land governed by Joobaitch a prominent Noongar leader. Flat plains were often used to drive animals into the open to hunt which made it easier to catch them. Bor-ee Bor-ee, the great mass of land or large flat plain.

### Bor-ee Bor-ee Great mass of land or large flat plain



## Cannington KARAKALINY

Cannington has been well known by many Noongar people as the Karakaliny (Karragullen) due to the number of red tail cockatoo that frequent the area. The verification of the name of Karakaliny was provided through consultations with Elders who had the knowledge passed down from generation to generation. Karak is the name of the red tail cockatoo and due to the number of red tail cockatoo in the area the local Noongar call this place Karakaliny, the place of the red cockatoo.

### Karak-al-iny Place where the red tail cockatoo moves



## Beckenham DJARLGARRA

Djarlgarra is the traditional name of the Canning River, a significant place due to its association with the Waagul or rainbow serpent. Interviews with Elders validated the need to protect and promote the traditional names and dreaming of the water ways. Beckenham station is the closest station to the Canning River and will promote the traditional name of Djarlgarra to educate the community. Djarlarra the place of abundance.

### Djarl-gar-ra Place of abundance



# 6.4 COLOUR IDENTITY

## IDColour

## Metalwork Platform Canopy Soffit

## Floor finishes Platform & Concourse

## Station Plaza Paving

## Brick work

### Primary Brick

### Accent Brick

### Carlisle

Dojoorolup



Jarrah Trees

White

Exposed Aggregate Effect Tile

Black Cement with TBD Aggregate

Grey Cement with TBD Aggregate

Cream Cement with TBD Aggregate

Capital Red

Embassy Red

### Oats Street

Mundee



Mundee / Echidna

White

Exposed Aggregate Effect Tile

Black Cement with TBD Aggregate

Grey Cement with TBD Aggregate

Cream Cement with TBD Aggregate

St Pauls Cream

Simmetal Silver

### Queens Park

Boree Boree



Banksia - Coming Together

Copper

Exposed Aggregate Effect Tile

Black Cement with TBD Aggregate

Grey Cement with TBD Aggregate

Cream Cement with TBD Aggregate

Simmetal Silver

Murray Grey

### Cannington

Karakaliny



Red Tailed Black Cockatoo

Copper Bronze

Exposed Aggregate Effect Tile

Black Cement with TBD Aggregate

Grey Cement with TBD Aggregate

Cream Cement with TBD Aggregate

Murray Grey

Brahman Granite

### Beckenham

Djarlgarra



Melaleuca / Paperbark

Champagne

Exposed Aggregate Effect Tile

Black Cement with Basalt Aggregate

Grey Cement with Basalt Aggregate

Cream Cement with Basalt Aggregate

Brahman Granite

Borwal Blue

# 6.5 BRICKWORK

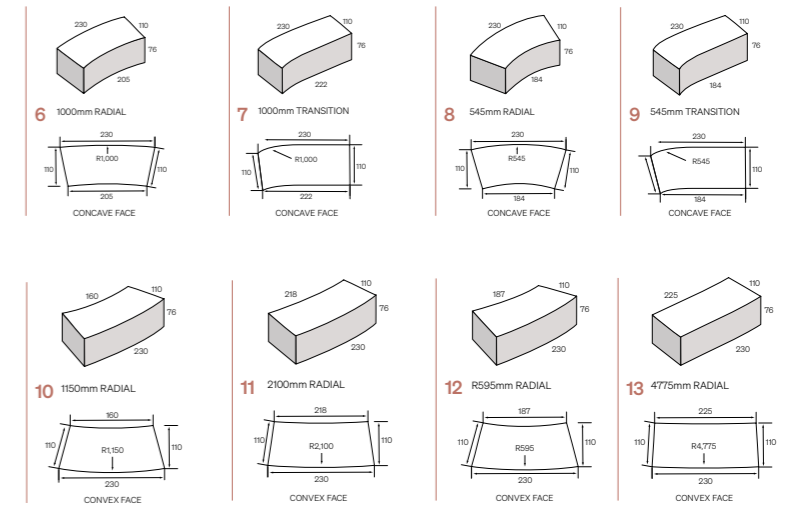
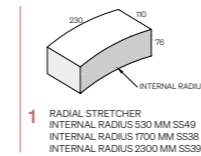
## Preliminary Selections

### Austral Bricks Borwal Range

\*Final Colour Selection Subject To Samples/Mock Up's

#### Radial & Transition Bricks

Radial bricks are used to achieve curved brickwork. Bowral Bricks offers a wide range of radii to provide greater potential for rounded forms. Transition bricks are provided to avoid poor quality junctions where curved brickwork meets straight walls. All radial shapes are available as standard 76mm height (pictured) or as a 50mm slimline version.



<p>Primary Brick</p>	<p>Primary Brick</p>	<p>Primary Brick</p>	<p>Primary Brick</p>	<p>Primary Brick</p>
<p><b>Carlisle</b> Capital Red</p>	<p><b>Oats St</b> St Pauls Cream</p>	<p><b>Queens Park</b> Simmetal Silver</p>	<p><b>Cannington</b> Murray Grey</p>	<p><b>Beckenham</b> Brahman Granite</p>
<p>Accent Brick</p>	<p>Accent Brick</p>	<p>Accent Brick</p>	<p>Accent Brick</p>	<p>Accent Brick</p>
<p>Embassy Red</p>	<p>Simmetal Silver</p>	<p>Murray Grey</p>	<p>Brahman Granite</p>	<p>Borwal Blue</p>

# 6.6 PLATFORM & CONCOURSE TILES

Exposed Aggregate Effect Tile

Unique Colour Combination For Each Station



## Carlisle

Red



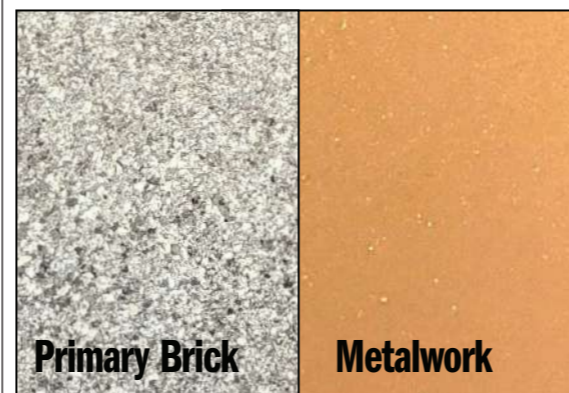
## Oats St

Cream



## Queens Park

Copper



## Cannington

Copper / Bronze



## Beckenham

Champagne

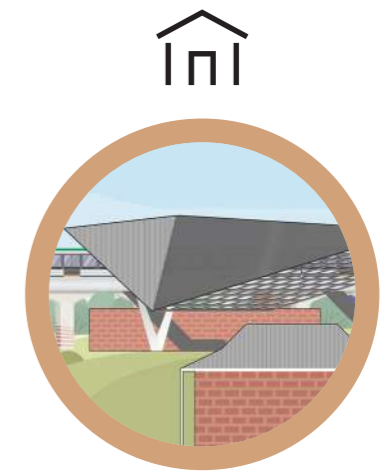




# 6.7 CARLISLE STATION

**'The local Carlisle community members engaged through METRONET have told us that the new station should be an opportunity to create a more visible local heart in their town centre - where its people, through millennia and into the 20th and 21st Centuries have demonstrated strength through community unity. The community also seeks greenery- wanting more natural places to retreat and relax.'**

LXR-MNO-MET-PN-STR-0001 - CARLISLE STATION PRECINCT PRELIMINARY PLACE PLAN



**Carlisle**  
Inter-war Vernacular  
Architecture

## Adapting To Local Vernacular

Whilst the Inner Armadale Line upgrade brings many benefits by removing barriers, improving safety and re-energising large tracts of inaccessible land, we have taken care to develop a design that sits within, and is enriched by its context, in line with state planning policy:

*'Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place'*

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0)

The predominant character of the inner stations, particularly Carlisle, is a mix of classic Perth suburban housing styles ranging from the inter-war period to the present day. When viewing the suburbs from an elevated view, the predominant geometry is that of a pitched residential roof.

The standard station design takes a typical residential pitch roof form and stretches it to cover the core station areas creating a dramatic form that responds to the dynamism of rail whilst referencing the adjacent roofscape.

In order to minimise the impact of the station massing on the adjacent suburb, the area of solid station roof is kept to the minimum area required to provide weather protection and privacy to adjacent properties.

The main roof form diffuses into a lattice over the upper portion of the stair, referencing the vernacular verandah structures found on many inter-war period homes. This reference is continued in the primary roof structure which transfers its load to the brick plinth via a distinctive expressed truss.

The station building itself takes the form of a brick plinth terminating at a height of 4m. This visual disconnect between roof and plinth is intended to increase both physical and actual transparency through the station. The maximised porosity is intended to provide the following benefits:

- Decreased impact of massing.
- Improved legibility of each built component.
- More dynamic and distinctive building form.
- By building the minimum functional area and cover, efficiency is improved, limiting the impact of built mass on neighbouring properties.



Station Elevation



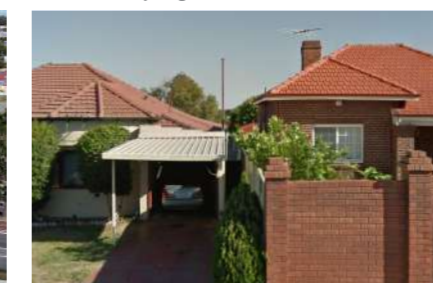
Feature Brickwork



Existing Carlisle Station Level Crossing



Architectural Layering



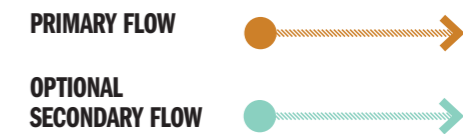
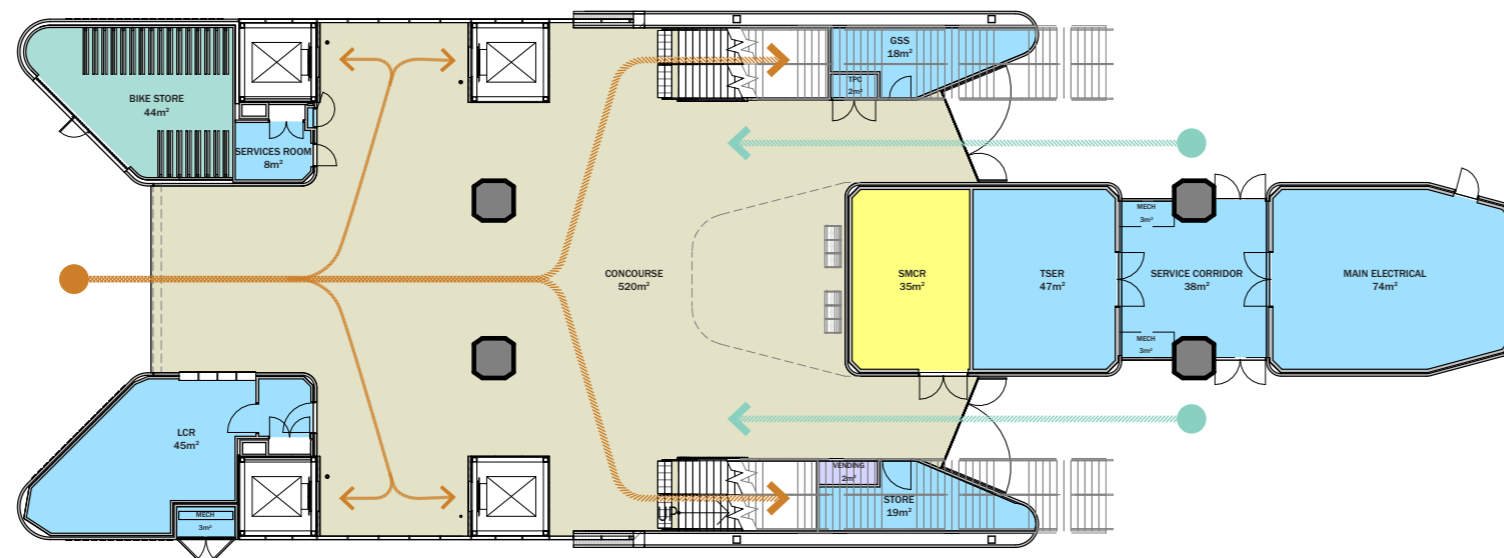
Local Vernacular



Core Materiality

# CARLISLE STATION

## Phased Plans

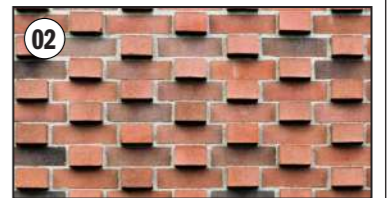


**Concourse level**

# Materiality



**01**  
Facing Brickwork  
Red Face Brick



**02**  
Feature Brickwork (Projecting pattern)  
Red Accent Brick



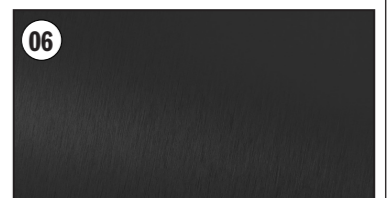
**03**  
Standing Seam Aluminium Roof  
Colorbond Shale Grey



**04**  
Crimsafe Mesh  
Truss infill Colour TBC



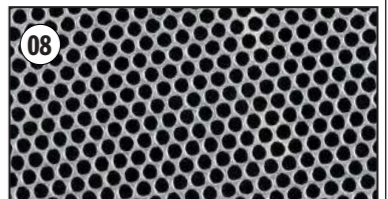
**05**  
Glazed Curtain Wall System  
Charcoal Grey Aluminium Frame



**06**  
Painted Steel Column  
Charcoal Grey



**07**  
Class Two Concrete  
Grey Concrete



**08**  
Perforate Metal Sheet  
Anodized, Colour TBC



**Southern Elevation**



**Main Entry From South**



**Interior**



**Platform Level**

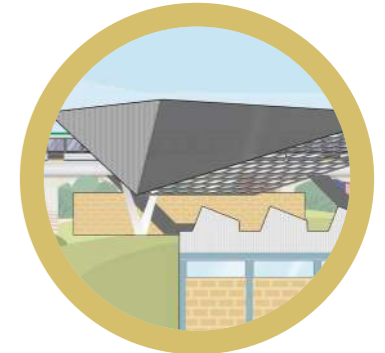


**Elevation**

# 6.8 OATS STREET STATION

***The local Oats Street community members engaged through METRONET have told us that the new station (and its environment) should provides places for people to meet, gather and explore. This should be made up of spaces that are green, safe, comfortable and welcoming. It should also continue to function as a place of exchange, where businesses and students meet and share ideas. The precinct is defined by a variety of non-residential uses which contribute to community identity and character.'***

LXR-MNO-MET-PN-STR-0002 - OATS STREET STATION PRECINCT PRELIMINARY PLACE PLAN



## Oats Street

Technological Innovation  
Education

### Oats Street Station Sense of Place

The Oats Street Precinct has many similarities with the Carlisle residential vernacular with the addition of an increasing number of commercial and light industrial low rise properties. The immediate context of the station is immediate by the South Metropolitan TAFE building, the history of which is intertwined with the suburb itself over the last 60 years.

The Preliminary Place Plans identified the following 'Sense of Place' components:

- Consolidate community values, history and future aspirations.
- Help define an authentic place character that reflects the context and needs of the local community.
- Define a distinct experience that differs from other station precincts giving people a reason to visit, live and invest in the precinct, stimulating the urban economy and developing a deeper community life.

The local Oats Street community members engaged through METRONET have stated that the new station (and its environment) should provides places for people to meet, gather and explore. This should be made up of spaces that are green, safe, comfortable and welcoming. It should also continue to function as a place of exchange, where businesses and students meet and share

ideas. The precinct is defined by a variety of non-residential uses which contribute to community identity and character'.

### Adapting the Standardised Station Design

The standard design has been developed in direct response to the suburban grain of East Victoria park particularly around the Carlisle and Oats St station precincts. In further adapting to suit the specific requirements identified in the Place Plans the following strategies have been woven into the architectural response:

- Buff brick and light weight metallic roofing draws upon vernacular heritage, directly referencing the later 21st century brick choice and the TAFE buildings, in a contemporary forward looking configuration
- In order to best respond to the context and higher passenger numbers the station is divided into two entry buildings straddling Oats St. The blending of sympathetic architectural materials, fragmented building mass and soft landscape edges aim to blend with the suburb in an authentic manner
- The larger split station building, distinctive integrated artwork over Oats St and brick choice give Oats street a distinctive identity.

The twin station buildings are interwoven with facilities and a retail Kiosk providing extensive amenity to the community. The wider mix of users at Oat St provides the opportunity for passengers to engage with the facilities outside of standard commuter peak hours helping to build a more vibrant community program. The open nature of the station buildings sitting within an open and attractive landscape is intended to provide extensive spaces for exchange between the key station user groups as identified in the preliminary community engagement sessions.



Station Elevation



Current Site

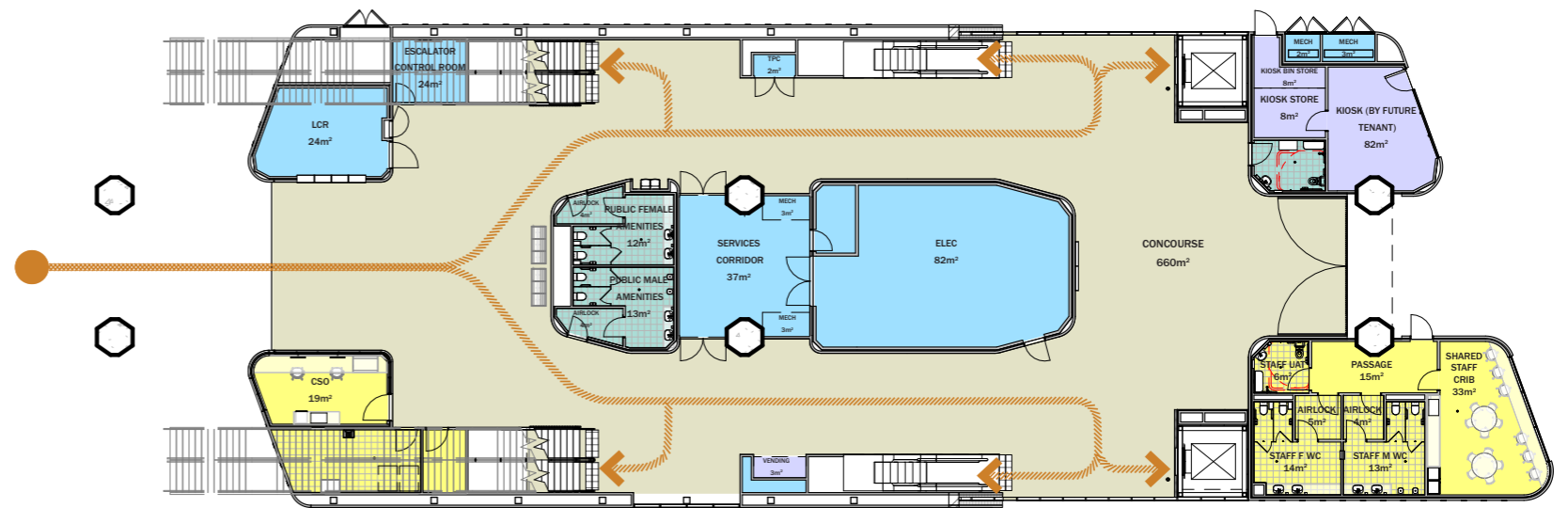
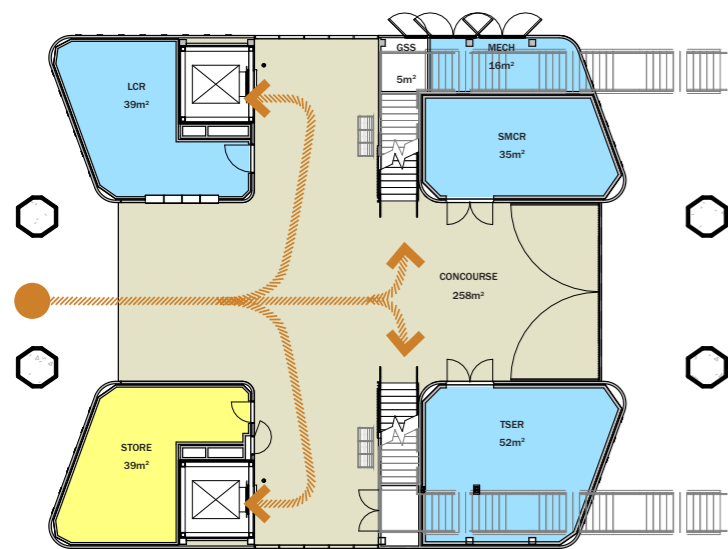


South Metro TAFE



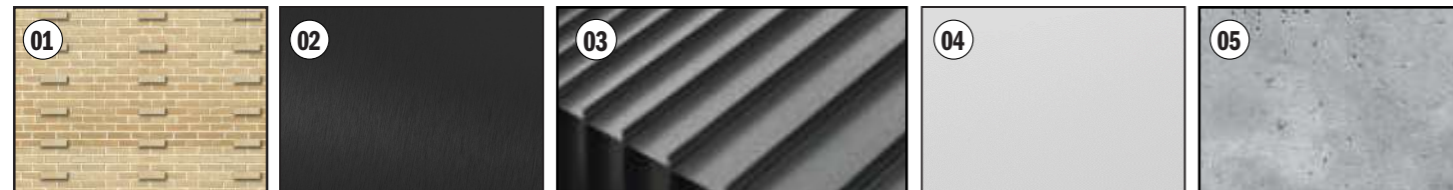
Core Materiality

# OATS STREET

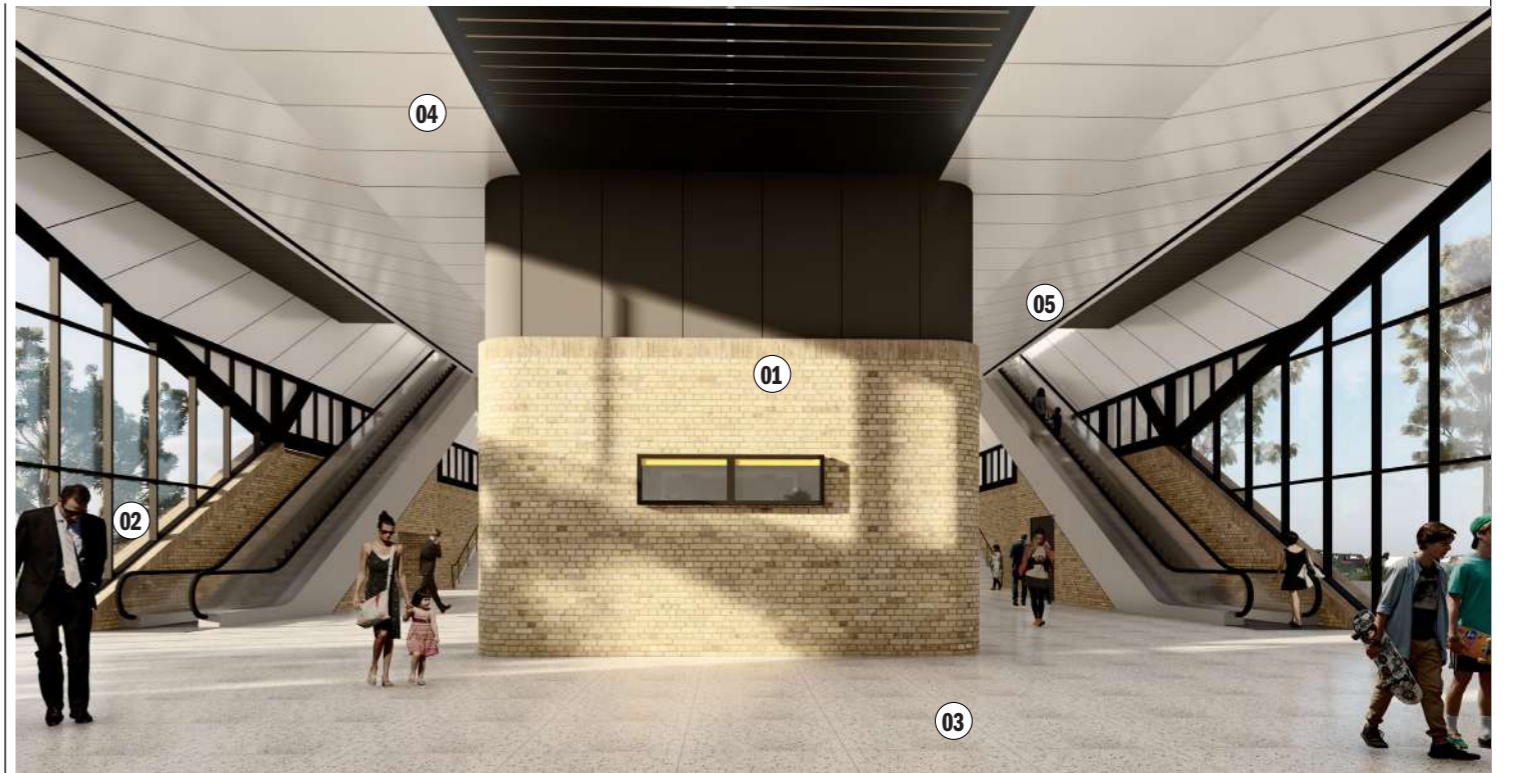


## Concourse level

# Material Palette



<b>01</b>	<b>02</b>	<b>03</b>	<b>04</b>	<b>05</b>
<b>Facing Brickwork</b>	<b>Painted Steel Structure</b>	<b>Standing Seam Aluminium Roof</b>	<b>Aluminium Ceiling Panel</b>	<b>Station Viaduct Piers</b>
Blonde Face Brick	Charcoal Grey	Colorbond Shale Grey	Powdercoat - White TBC	Concrete



<b>01</b>	<b>02</b>	<b>03</b>	<b>04</b>	<b>05</b>
<b>Facing Brickwork</b>	<b>Painted Steel Structure</b>	<b>Ceramic Tiles</b>	<b>Aluminium Ceiling Panel</b>	<b>Station Viaduct Piers</b>
Blonde Face Brick	Charcoal Grey	Exposed Aggregate Effect	Powdercoat - White TBC	Concrete



# OATS STREET

## PSP Approach



# OATS STREET

## Station Over Oats Street



# OATS STREET



Northern Building Approach



Station Interior



Escalator Lobby



# **07 ACTIVATION**

# 7.1 ACTIVATION

## Activation Nodes

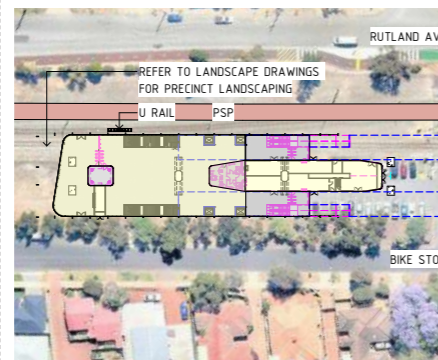
The activities, location, scale and orientation of the activities within the linear park have progressed through a detailed design and evaluation process. Each stage informing the next. The existing land uses and interfaces have been key considerations.

## Preliminary Place Plans



Derived from engagement with the local community place initiatives were identified

## Concept Design



High level concept designs were informed by the Preliminary Place Plans

## Reference Design - 15% & Engagement



ALUA commenced the design process conjunction with more detailed local community engagement.

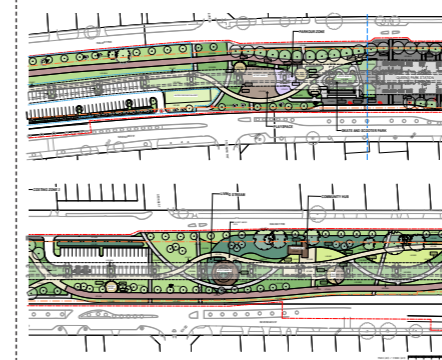
- MySay Survey
- Community Reference Group
- Pop ups
- Business Community Consultation
- Key Stakeholders

## Final Place Plans



The Final Place Plans have been formed through a collaborative design engagement process. The Place Plans highlight a refined sense of place but also identify the practical constraints that need to be considered within the linear park.

## Design Refinement



Collaborative sharing of design solutions with key stakeholders. A process of refinement.

## Development Application



The design solution considers the strategies and requirements of the place plans and SWTCs and is packaged within this development application.

# 7.2 ACTIVATION STRATEGY

## Activation

The activation opportunities throughout the corridor have been driven by the outcomes of ongoing community engagement and the key aspirations from the Preliminary and Final Place Plans.

This is a park for everyone and therefore flexible and varied ranges of activation opportunities have been included within the design ranging from playgrounds, youth plazas and community spaces.

Activation nodes have been concentrated around the station precincts and activated edges of the corridor with a focus on quieter and more passive activities within the parkland zones where adjacent to residential areas.

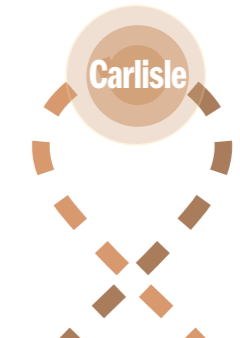
Programming of these spaces has been accommodated via supporting amenities such as car parks, power, water (services) charging points and station toilets.

Note: Corridor toilets adjacent to playgrounds and key activation nodes are a possible future provision to be explored with the LGAs.



### LEGEND

- Community Backyard
- Youth Plaza - 12 and Older
- Playground - Primary Age
- All Abilities and Seniors Activity
- Small Seating Node
- Small Exercise Node
- Small Play Node



OPEN SPACE / OPEN LAWN



YOUTH

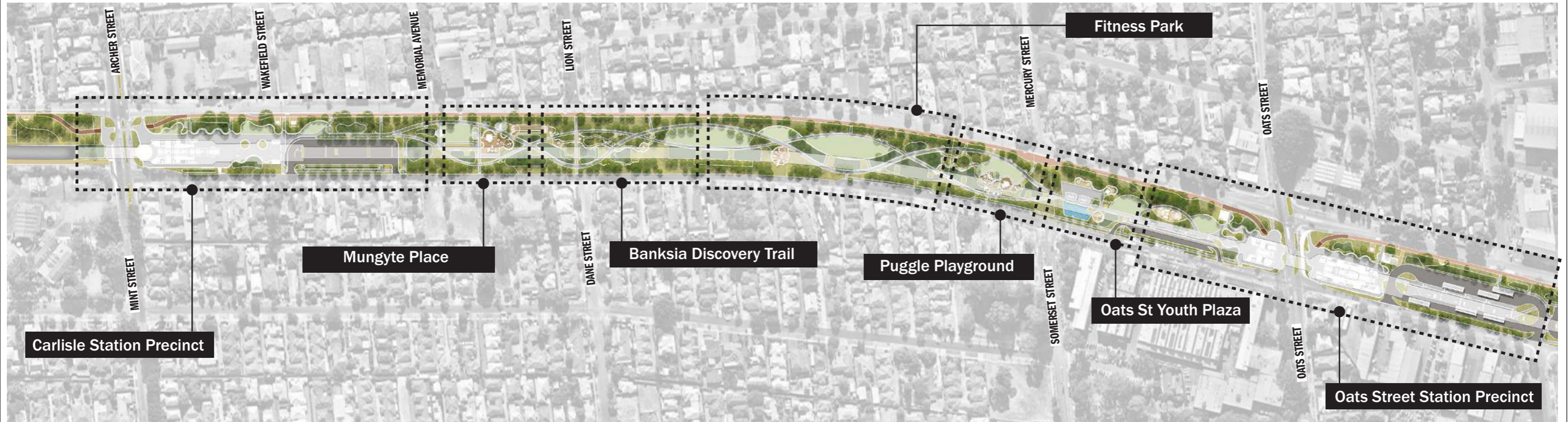


PLAY



# 7.3 ACTIVATION NODES

## OATS STREET PACKAGE (NORTH)





# 7.4 PLAY STRATEGY

## Play Principles

Play is an essential part of childhood development contributing to the cognitive, physical, social and emotional well-being of children and young adults.

Care and consideration will be taken through the ongoing design process to ensure that these development needs are met within an inclusive framework that considers access for all abilities.

Particular notice will be taken of Neurodiversity in children and young adult as it is now believed that at least 1 in 10 people are neurodivergent.

The corridor play spaces will not only need to meet the needs of childhood development through play but contribute to the well-being of the community as a whole. Recreational parks are particularly important as they create a community heart where people can gather and connect with each other.

Our design development will consider:

- Sensory focused design: considering the full range of senses incl. proprioception and vestibular to ensure an all inclusive design that enhances sensory and motor development.
- Occupational Therapy: considering the milestone gross motor developments of specific target age groups to best select play and exercise activities.
- Play Auditor and Access Consultant: ensuring a compliant, safe appropriate design with equitable and dignified access for all abilities.

This page highlights the five key play principles that have formed the foundation for the play strategy.

## 01

### Universal Play

Provide play spaces which engage and reflect the spectrum of users across all abilities (physical and neurodiverse), ages, gender and culture that allow universally access through considered design interventions, compassionate material selections and spaces which encourage shared participation by all users

- Interaction by people of all ages and abilities
- Opportunity for mixed ages and abilities to play alongside and with each other, optimising the use of each play element for a broad variety of play needs, ages, physical skill, capacity and body anthropometrics
- Opportunity for sensory experiences targeting users with sensory processing disorders and mental health illnesses.
- Opportunity for active and passive supervision ensuring sightlines from rest areas

## 02

### Free Play

Create opportunities for children to explore the full range of play behaviours across the park whilst ensuring children have the freedom to design and control their own play experiences and interactions.

- Opportunity for risky and challenging play, appropriate to the target age group (size and ability of the child /teen / adult) whilst maintaining a safety mindset
- Opportunity for interactive and parallel play opportunities, that can accommodate for different developmental and play stages
- Opportunity for secluded and quiet play, whilst maintaining sightlines and child safety

## 03

### All Ages Play

Encourage playfulness throughout the park - play is not just for children. Add whimsical and interactive elements that are not limited to playground spaces.

- Anyone who visits this playground, regardless of their age should find activities, equipment and amenities that they enjoy.
- Within the playspaces particular focus should be made for parents, care givers and grandparents to allow them to better interact actively and socially whilst their children are playing.

## 04

### Creative Play

Create memorable spaces that are unique and respond to the design narrative. Include bespoke responses to create identity and respond to place.

## 05

### Immersive Play

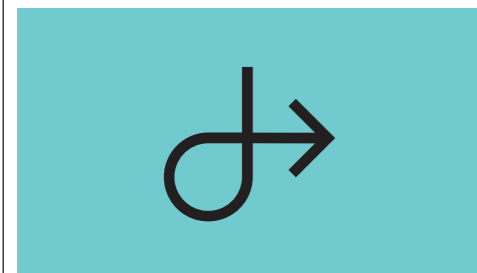
Provide play spaces which are immersive in character, content and setting. In combination with a rewilding and extensive planting strategy, play spaces provide opportunity for immersion in nature.

- Integration of sensory experiences (foliage, light, colour, sound, texture, water, sand, turf etc)

# 7.5 DIVERGENT PLAY STRATEGY

## Play Principles for Neurodivergent Children

Below are a series of design considerations and implementation principles for planning the play spaces as universally accessible by neurodiverse children.



### Orientation + Communication

Allow children to assess their play options before engaging. Some neurodivergent children suffer from high levels of anxiety and can be overwhelmed by new environments.

#### HOW:

- Allow children a sense of control through:
  - Orientation Maps: Provide sensory maps at key entry points
  - Perimeter paths: Provide good perimeter paths so that children can identify play options and determine where they feel comfortable engaging
  - Line of sight: see across the play spaces to allow good orientation
  - Clear communication signs



### Grouping of Activities

Some neurodivergent children might seek or avoid stimulation. They should be offered a choice – the essence of control. Group the noisy activities together and the quiet activities in another area. Keeping certain activities together helps encourage socialization. Equipment that requires teamwork, like a see-saw, encourages children to communicate with at least one other individual.

#### HOW:

- Introduce quieter areas throughout play spaces particularly within nature play zones.
- Focus high energy play areas and areas of high intensity together.



### Calm Spaces

For children who might get overwhelmed in a busy playground, provide a quiet space away from the noise for a child to regroup or to self regulate.

#### HOW:

- Provide cubbies and quiet areas within the outer edges and nature play spaces.



### Sensory Activities

Include a variety of sensory experiences including tactile, auditory plus vestibular such as swinging, spinning, balancing etc and proprioception such as squishing between objects or a touch panel etc.

#### HOW:

- Provide nature play which will meet many sensory benchmarks
- Add Vestibular elements: crawling/ climbing, see-saws, spinning elements, swings, roller slides
- Add Proprioception elements: totem poles, push panels, fine motor skill play
- Provide balancing logs and steppers within the nature play zone.

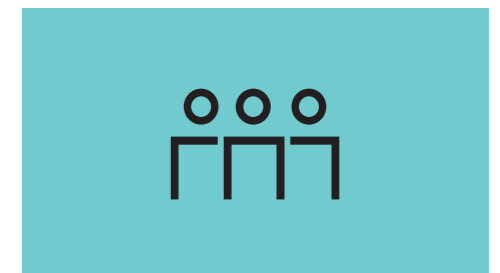


### Surfaces

Some neurodivergent children can find different surfaces difficult (bark mulch/ sand etc) and some can have difficulty with balance therefore uneven surfaces are hard.

#### HOW:

- Offer a range of surfaces including rubber softfall which is smooth and flat and allows access for wheelchair users to specific play elements.
- Consider that some children mouth elements such as loose surfaces - consider this when placing elements and materials.



### Social Interaction

Neurodivergent children may be anywhere on the Parten's stages of play irrespective of age – some may only wish to be an onlooker, others may wish to play side to side with others. ASD children find the highest level of play (cooperative) challenging.

#### HOW:

- Ensure there are different types of play available from solitary to parallel and cooperative (such as a see-saw).

# 7.6 MUNGYTE PLACE

## SHARED EXPERIENCES ACCESSIBLE TO ALL

### Multi-Generational Node

This community space is located opposite the Harold Hawthorne Community Centre and associated independent living village. The centre provides focused services for seniors and people with disabilities.

The provision of a multi-generational node will create a community hub for the centre users and village residents and their extended families as well as the wider community.

The adjacent plan highlights this community node amenities.

The following drivers have informed the design:

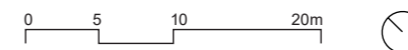
- Interaction by people of all ages and abilities
- Opportunity for mixed ages and abilities to play alongside and with each other, optimising the use of each play element for a broad variety of play needs, ages, physical skill, capacity and body anthropometrics
- Opportunity for sensory experiences targeting users with sensory processing disorders and mental health illnesses.
- Opportunity for active and passive supervision ensuring sightlines from rest areas

Key equipment can be used by all but can also target key users needs, for example:

Neurodiverse - Trampolines, basket swing and flying fox all allow for vestibular and proprioceptive input and can be used to develop sensory processing and self-regulation based goals - and for fun!

Seniors circuit provides for a diverse range of users. This equipment piece will also support the Harold Hawthorne Community Centre users and residents and can be utilised for occupational therapy needs.

Large sensory dome provides an immersive play experience that target play activities for children with differing sensory and neurodivergent requirements.



- ① Double Flying Fox
- ② Sensory dome
- ③ Basket swing
- ④ Seniors circuit
- ⑤ Trampolines set within rubber softfall
- ⑥ Formal Bocce court with concrete edge path and compacted gravel surface.
- ⑦ Community lawn for picnics, informal recreation and gatherings.
- ⑧ Stage to community lawn proving a location for performances and activation.
- ⑨ Shade shelters with associated picnic tables (including wheelchair access).
- ⑩ Central community seating hub with shaded picnic tables in the shade of the viaduct.
- ⑪ Seating walls surround the space in key areas providing informal seating for parents and grandparents.
- ⑫ BBQs and drinking fountain.
- ⑬ Bike parking
- ⑭ Corridor shared paths create loops throughout the park connecting key locations and amenities.
- ⑮ Cross corridor paths create connections from the residential pedestrian networks either side of the corridor (east to west).
- ⑯ Planted infiltration basins collect and treat storm water across the site.
- ⑰ Planted buffers surround the central community spaces separating users from the streets and PSP on either side.





# 7.7 BANKSIA DISCOVERY TRAIL

## AN INTEGRATED ART AND ADVENTURE TRAIL THAT EXPLORES THE LIFE CYCLE OF THE BANKSIA

### Informal Play Trail

A series of informal pathways weave and wind through planting and swales creating a playful trail.

The path creates a variety of movement options such as fallen logs to balance along, timber steppers to jump between and stepping stones to cross swales and basin areas. A compacted mulch fines path also runs through the space allowing for push chairs and the less adventurous to traverse.

There are four discovery nodes along the trail representing the life cycle of a Banksia plant:

- 1: Banksia flower
- 2: Banksia seed pod (closed)
- 3: Banksia seed pod (open after a fire)
- 4: Banksia seed

These nodes create play opportunities such as:

- 1: Hiding, climbing, social
- 2: Climbing
- 3: Climbing, sensory
- 4: Sensory (sound, texture)

A series of interpretation signs will support this story telling and challenge children to engage.



- ① Major Node 1 - Banksia flower
- ② Major Node 2 - Banksia seed pod
- ③ Major Node 3 - Banksia seed pods - fire release
- ④ Major Node 4 - Banksia seed
- ⑤ Wayfinding Poles
- ⑥ Stepping stone trails through planted swales
- ⑦ Mulch trails through planting
- ⑧ Timber steppers play trail
- ⑨ Planted infiltration basins collect and treat storm water across the site.
- ⑩ Corridor shared paths create loops throughout the park connecting key locations and amenities.





# 7.8 FITNESS PARK

## OUTDOOR GYM FOR PROGRAMMED AND INDIVIDUAL EXERCISE

### Fitness Park

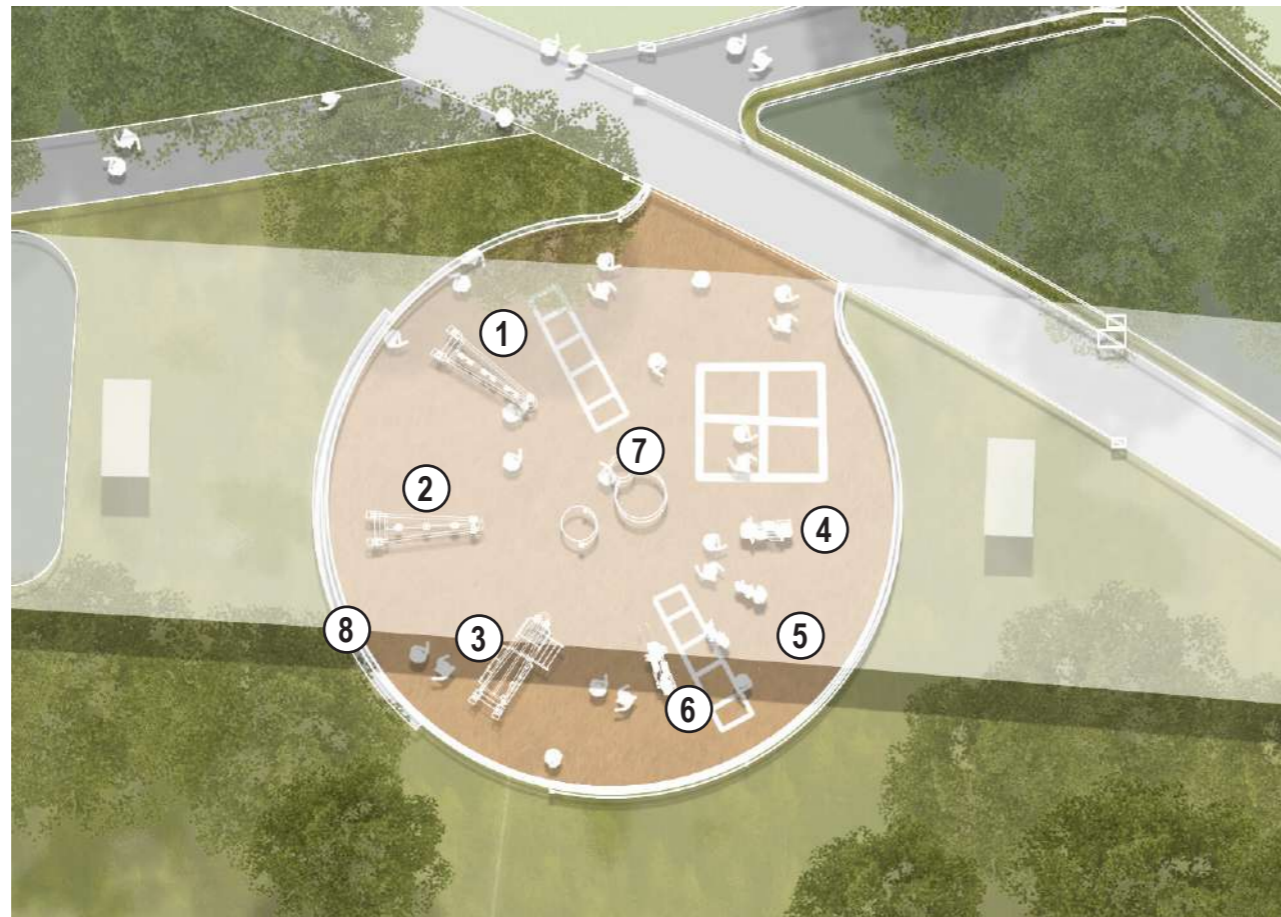
The Fitness Park provides accessible fitness equipment for individual and group based circuit style training. This training solution offers an efficient way to enhance cardiovascular fitness and muscle strength.

The cardio equipment will accommodate for a variety of movements. Adjustable resistance will allow sessions to be individually customized.

The strength circuit incorporates resistance and bodyweight equipment to provide a range of exercises. The nature of these movements allows all muscle groups to be trained with variable resistance accommodating a variety of fitness level.

To ensure a comfortable and safe environment, information panels, shade, seating and resting nodes are to be provided.

Adjacent to this exercise hub is an area of open lawn which provides a complementary space for fitness groups and community groups such as 'boot camps'.



Strength Circuit

Strength Circuit

Rest



- |                       |              |                     |
|-----------------------|--------------|---------------------|
| ① Resistance training | ④ Bike       | ⑦ Seating platforms |
| ② Suspension trainer  | ⑤ Elliptical | ⑧ Seating wall      |
| ③ Bodyweight          | ⑥ Hand Bike  |                     |

Strength Circuit



Cardio Circuit







# 7.9 PUGGLE PLAYGROUND

## JUNIOR NATURE PLAY SPACE WITH THEMING AROUND ECHIDNA

### Nature Play Ground

This is a small nature playground that creates a play space close to Oats Street Station Precinct for younger children.

The focus is to provide free and loose parts play for younger children including cubby building, steppers and balance beams with small climbing opportunities and interpretation opportunities.

The materiality of the space is mostly timber creating a calm sensory environment for children especially those with sensory processing disorders.

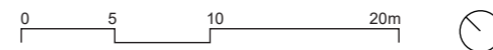
A large portion of the space is under the cover of the viaduct offering shade and wet weather amenity.

A series of seating opportunities are provided for care givers such as picnic tables, benches and informal seating on the lawn space.

The adjacent plan highlights this community nodes amenities.



- ① Play tower
- ② Journey pathways
- ③ Ladder bridge
- ④ Cubby Creators
- ⑤ Basket swing





# 7.10 OATS STREET YOUTH PLAZA

## YOUTH SPACE INCLUDING SKATE PLAZA, CHILL OUT ZONE AND HALF COURT BASKETBALL THAT ACCOMMODATES USERS

### Youth Zone

This community node provides a youth focused space including a multicourt plaza, chill zone and skatepark.

The location of this node has been developed to relate to the adjacent TAFE providing breakout spaces for students and the wider community. There is also a link to the Aqualife Leisureplex creating an extension of the sporting facilities.

This youth focused space also sits in close proximity to the Oats Street Station community event space providing flexible breakout opportunity for programmed overlays of the space.

Even though the focus of the space is youth oriented the amenities will be universal with opportunities for all ages to engage.

A central shaded seating area provides a central hub to the space and will include seating walls and picnic tables.

The "Chill Zones" are located around the edges of the space allowing users to relax, socialise and observe the activity within central spaces. The need for these types of spaces was identified within the "ToVP Young Leaders Group" as a space specifically required for young girls to hang out.

There is a specifically designed TikTok performance space with a seating wall observing a raised stage platform. Kids can create and watch TikTok videos in their own custom space.

The skate park will be designed through a community workshop engagement process during the next stages of the project.



- ① Skate plaza
- ② Basketball half-court
- ③ Shaded shelter
- ④ Tik Tok performance space
- ⑤ Hammock spectator space
- ⑥ Chillout space with Pod by JPE
- ⑦ 4 square court





# 7.11 SEATING NODE

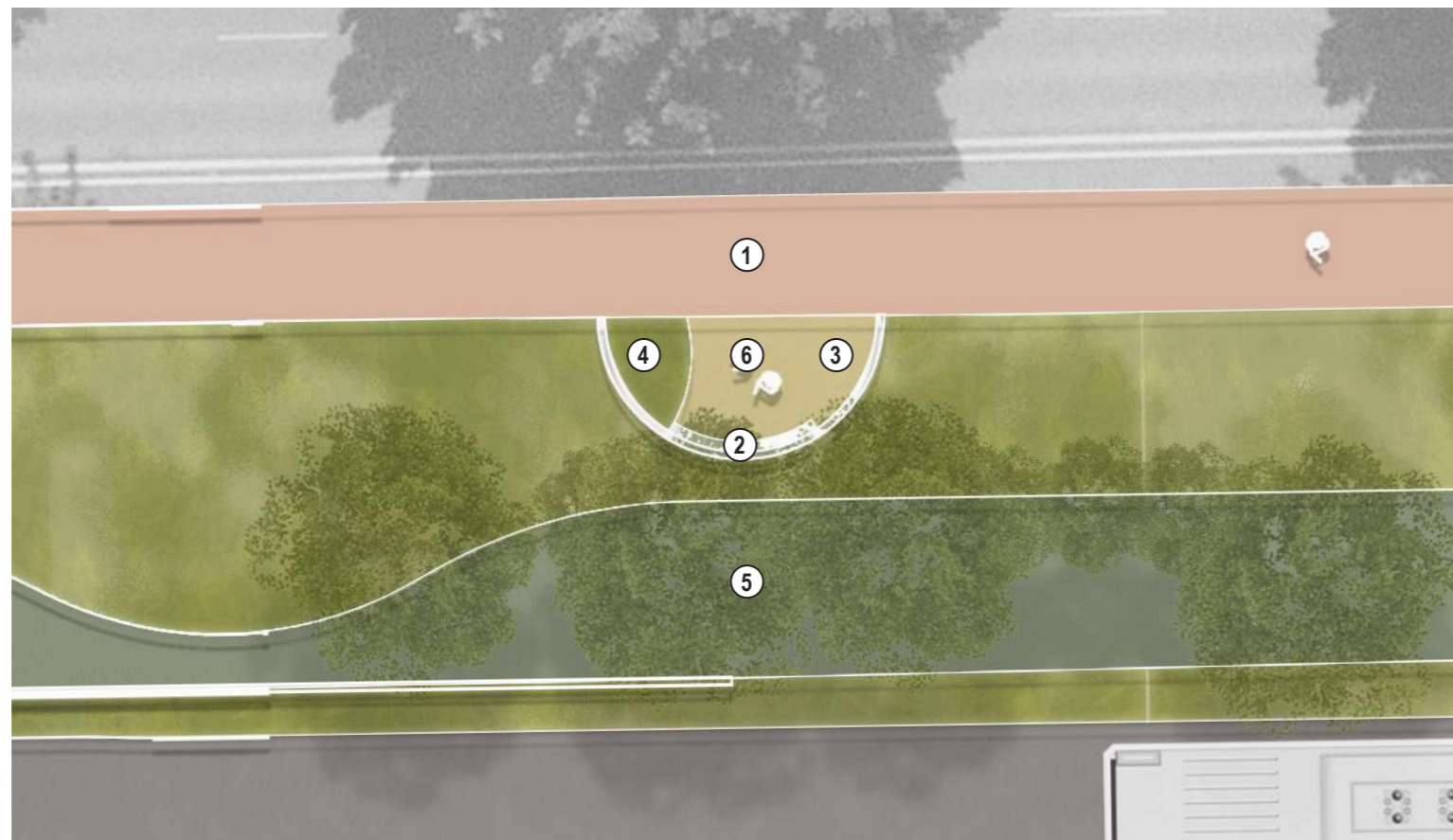
## RESTING SPACE FOR CYCLISTS INCLUDING SEATING WALL, BIKE RACKS, NATURAL SHADING, AND ENDEMIC PLANTING

### Seating Node

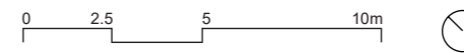
Seating nodes provides pedestrians, cyclists, and all travelling on the shared path with the opportunity to sit and find rest on their journey.

Multiple seating nodes can be found across the entire length of the corridor spaced 60 - 100m and adjacent to the PSP for consistent and direct access regardless of one's progress while travelling.

Endemic planting and natural shading provides the opportunity for connection with the surrounding land and context while being able to physically recover to continue their journey.



- ① Shared Path
- ② Seating walls
- ③ Bike rack
- ④ Endemic planting species
- ⑤ Planted infiltration basin
- ⑥ Resting space





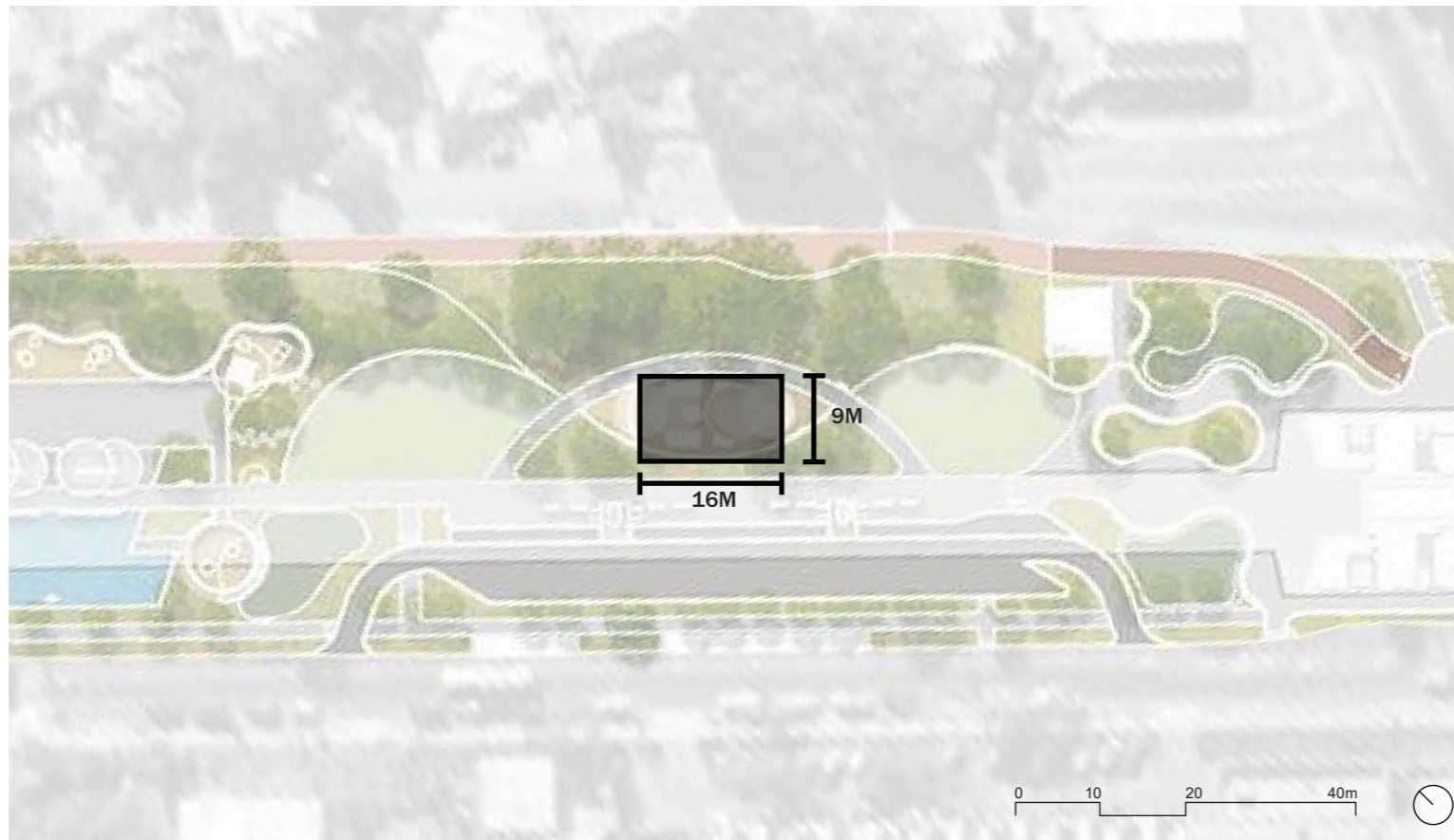
# 7.12 CROQUET CLUB

## Croquet Club

The project team is undertaking assessment regarding the feasibility of the relocation of the Victoria Park Croquet Club building to the project site. The proposed location is indicated in the diagram to the right.

The Town of Victoria Park wishes to explore activation opportunities similar to the Goods Shed at Claremont by creating a hub for culture and community.

The potential relocation of the Victoria Park Croquet Club will be subject to a separate development approval process (if required) to assess any heritage impacts/mitigation strategies and that if relocation does proceed, the identified space for its relocation will be redesigned in consultation with the Town.



**Precedent - The Goods Shed, Claremont**

Image: Ultimo

<https://ultimocateringandevents.com.au/party-venues-perth/the-goods-shed/>

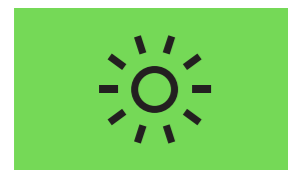




# **08 ENVIRONMENT**

# 8.1 SUSTAINABILITY STRATEGY

Sustainability is at the centre of design decisions. The project includes a number of sustainability strategies, some of which we are sufficiently developed to highlight.



Respond to site conditions



Urban Forest / Ecology



Target zero waste



Water Sensitive Urban Design



Encourage and support physical and mental well-being



Provide active transport



Provide adaptable, flexible and resilient spaces



Undertake life cycle assessment and whole carbon modelling

## Sustainability Initiatives Along the Length of the Linear Park

Rigorous Tree Management Plan for existing tree retention and protection. Drawings submitted as part of DA1.

Developing local plant + tree palettes based on endemic vegetation complexes, six seasons planting, expert advice, advanced procurement, habitat provision, and existing contextual urban forest species.

Shade and heat mapping completed.

Mapping tree planting constraints - offsets from structures, PSP, utilities etc. Assessing against canopy coverage targets.

Utilize structures for shade. Mapping sun / shade study to inform planting design.

Reviewing parking, and pedestrian circulation against shade studies and rain shadow.

Rigorous Tree Management Plan for existing tree retention and protection.

Mapping of urban forest context complete

Development of tree planting palette and design underway

Mapping sun / shade study to inform planting design

Developing local plant + tree palettes based on endemic vegetation complexes, six seasons planting, expert advice, advanced procurement, habitat provision, and existing contextual urban forest species.

Mapping tree planting constraints - offsets from structures, PSP, utilities etc. Assessing against canopy coverage targets.

Exploring potential re-use of waste materials on site e.g. concrete rail sleepers, rail ballast (as gravel/mulch/sub base).

Transplant grass trees on site, re-use all fallen logs, rocks + boulders within the landscape.

Exploring potential to reduce infiltration basin media / spoil + imported fill.

Exploring potential to re-use site mulch and soil for re-use. Soil testing underway.

Extensive use of rain-gardens and infiltration basins throughout project.

Majority of water from viaduct, stations and retained rail sections being diverted in infiltration basins and recharging the ground water.

Water from structures to feed planting and reduce irrigation water use.

Exploring potential to reduce infiltration basin media / spoil + imported fill.

Many community activation and recreation spaces now documented.

Ongoing engagement with community reference groups, Local Government authorities and stakeholders.

CPTED strategy in place. Safety + access strategies being updated and feeding into design / documentation.

PSP strategy updated and full cycling infrastructure now documented.

Engagement with Cyclewest and community reference groups ongoing. Endorsement of design forthcoming.

Strategy for modal hierarchy now fed into the design and fully documented to provide + prioritize ample pedestrian and cycle paths, bus stops/ interchanges.

Create flexible spaces that can adapt to a variety of uses and events.

Use robust materials that respond to the site conditions.

Use light coloured concrete and asphalt mixes to reduce radiant heat and urban heat island effect

ESD consultant undertaking lifecycle assessment and whole carbon modelling.

# 8.2 GREEN STAR

Green Star is an internationally-recognised Australian sustainability rating and certification system that will be applied to the project.



METRONET sustainability areas and themes

**People and Place (Social)**

**Environment**

**Economy**

METRONET sustainability areas and themes

**Governance**  
Connectivity, Amenity, & Liveability

**Environment Values & Biodiversity**  
Water  
Resource Efficiency  
Energy & Carbon

**Procurement & Supply Chains**  
Workforce  
Viable Communities

Application

The Green Star rating will apply to many different areas across the project.

Bus stops & interchanges

Services and amenities

Platforms and concourse

Station Structures

Car parks & footpaths

Landscape & other design elements

Landscape and public realm application within Urban Precincts

**Concept Review**

**Site Planning and Layout**

**Urban Design and Public Realm**

Collaborative engagement process with local community  
Design review with OGA  
Engagement with local indigenous communities  
Engagement with diverse cultural groups in the area

Water Sensitive Urban Design  
Native plantings  
Enhancing the micro climate  
Reducing the heat sink

Creating spaces that bring community together to make strong and viable communities  
Telling local community stories  
Placing activity nodes and destinations with existing local shops and schools

# 8.3 TREE PLANTING

## Tree Planting Strategy

The project recognises that trees are a core aesthetic and environmental component of the sites urban landscape. They influence air quality, reduce urban heat, provide health benefits, manage storm water and many other advantages.

The approach to tree planting across the precincts is based on the following principles:

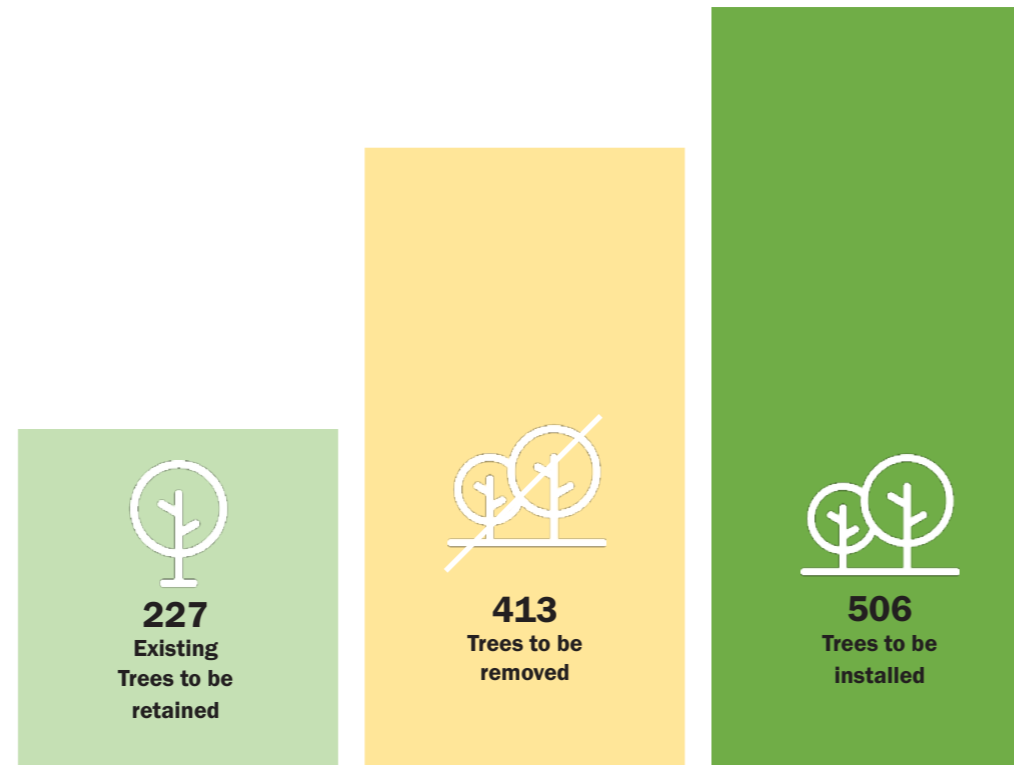
- Develop a planting palette that responds and reinforces the design narrative and framework - **Collective, Connected and Specific**. Refer Planting Palette section for further details.
- Retain exiting mature trees where possible, particularly those with heritage significance.
- Reinforce the existing adjacent streetscape planting in consultation with the individual LGAs.
- Use robust Australian native trees for shade to parkland and station forecourt areas.
- Add an overlay of local tree and understorey species endemic to the site vegetation complexes.
- Utilise trees where possible to create green volume and screening to minimise scale and visual impact of viaduct from surrounding residents.
- Respond to the Town of Victoria Park's Urban Forest Strategy and work with the Council Officers to inform the delivery of the tree planting across the site area.

The following tree planting section will provide further information on:

- Existing trees
- Proposed trees
- Tree planting offsets and brief requirements

Adjacent is a summary of the current and proposed site coverage of tree canopy.

## Trees - PCA Boundary

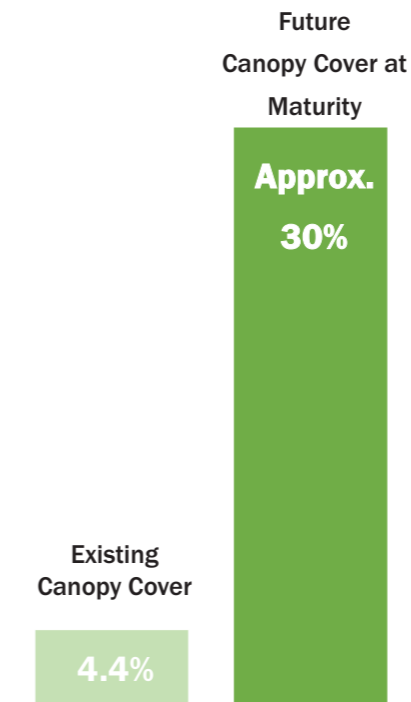


Note: Numbers above represent only trees within the Planning Control Area Boundary and Project Area Boundary.

Outside PCA boundary:  
 Existing Trees to be retained = 245  
 Existing Trees to be removed = 99  
 New Trees to be installed = 436

Total Package 2 (Inside and outside PCA boundary):  
 Existing Trees to be retained = 472  
 Existing Trees to be removed = 512  
 New Trees to be installed = 942

## Future Canopy Cover & Existing Canopy Cover



More than 6x increase  
 >25% Additional canopy cover

Proposed Canopy Cover & Existing Canopy Cover (%'s)  
 - Proposed Canopy Cover/Net Site Area (%) Approx 30  
 - Existing Canopy Cover/Net Site Area (%) 4.4

Net site area calculated using project extent area excluding areas of road, viaduct, stations and at grade rail.

Total Package 2 (Inside and outside PCA boundary)

# 8.4 EXISTING TREES

## Tree Protection and Retention

The majority of the existing trees within the site area lay within the council verge areas. The rail corridor itself has very little canopy cover.

The project has engaged a qualified arborist to map, record and assess all the existing trees across the site area.

The trees have then been assessed for protection based on the following criteria:

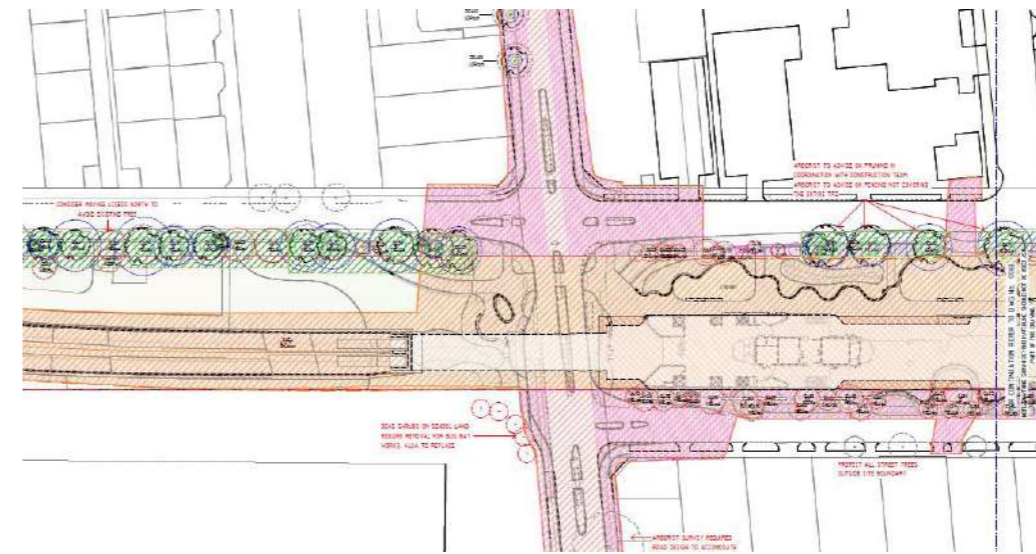
- Species
- Health
- Size (height, canopy width, TPZ + RPZ)
- Structure
- Useful life expectancy
- Habitat value
- Black cockatoo foraging species
- Native / exotic
- Valuable / weed species

It is the projects objective to retain as many existing trees as possible. Extensive design review & coordination has been undertaken and is ongoing with all design and construction disciplines to achieve minimal tree removal.

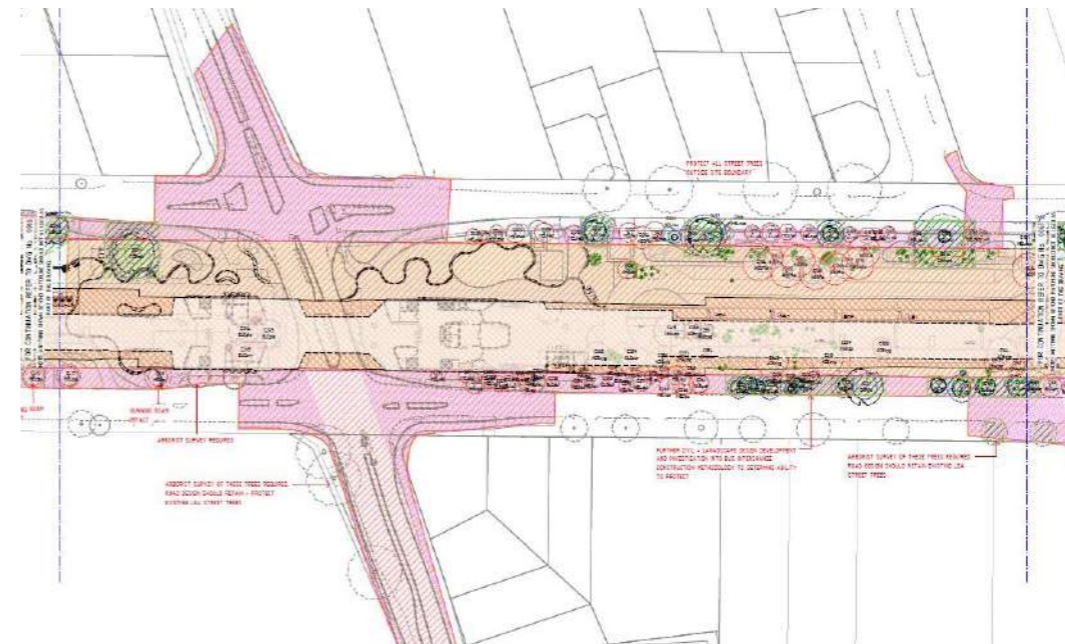
The tree protection and retention plans adjacent form part of DA1.



Overview of Oat Street Package Tree Management Plans

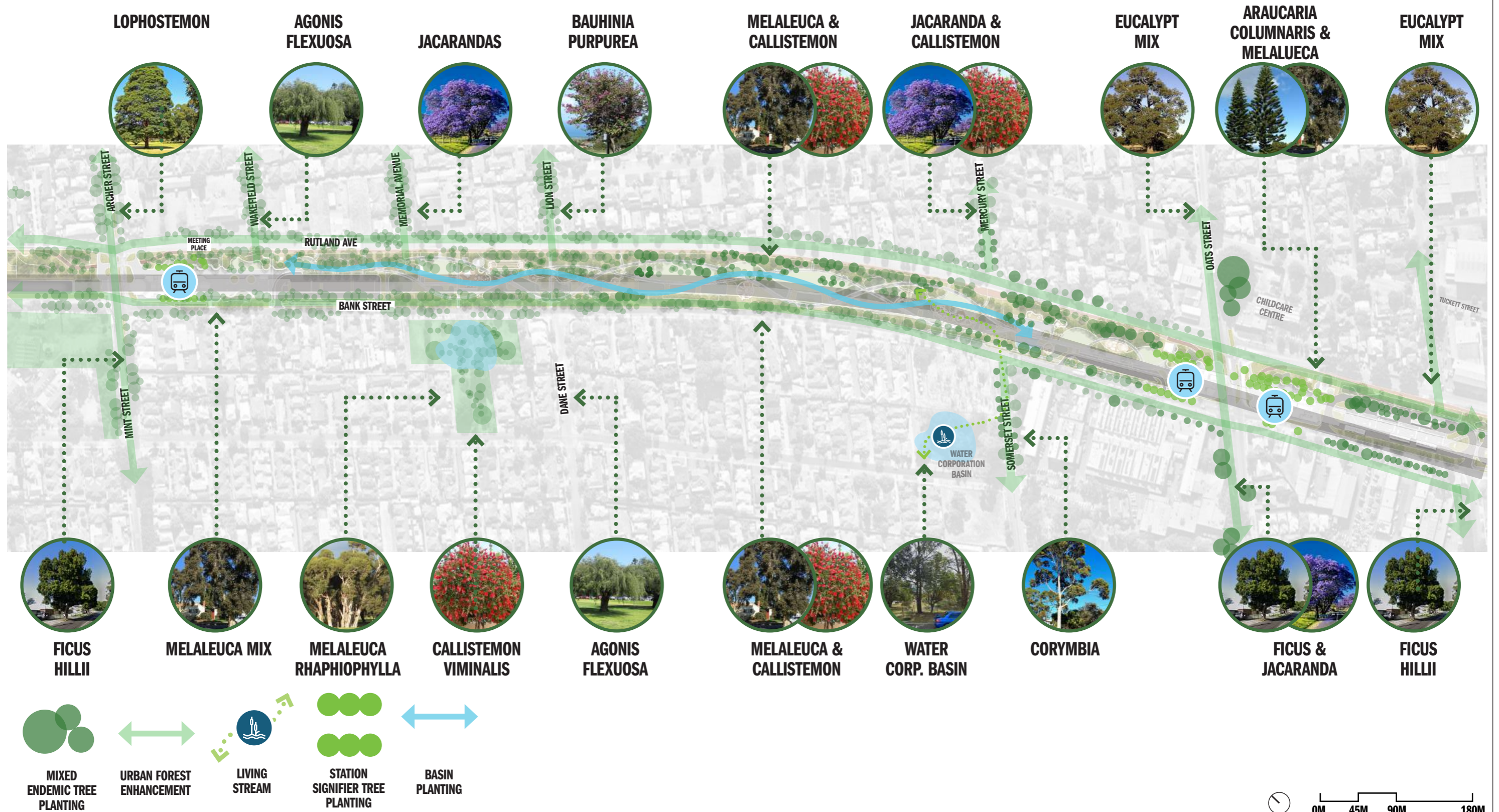


Carlisle Station



Oats Street Corridor

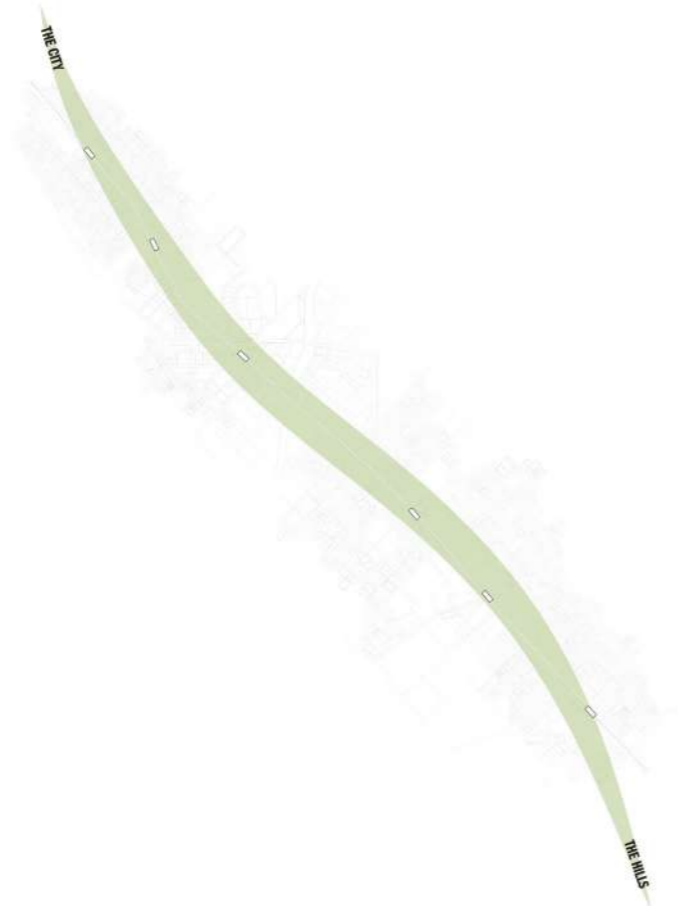
# Mapping Existing Trees to inform proposed tree species palette



# 8.5 PROPOSED TREES

## Tree Planting Strategy

The tree planting palette responds and reinforces the design narrative and framework - **Collective, Connected and Specific.**

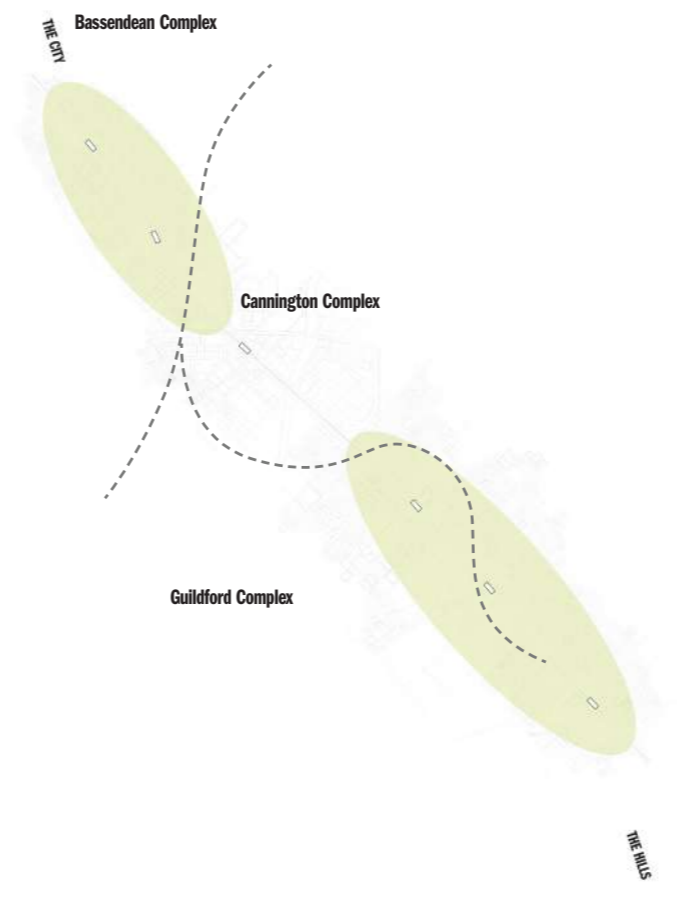


### COLLECTIVE

Unifying native corridor trees

A palette of robust native corridor trees and understorey that will create structure and a sense of unity across the project length.

**A single palette of tree species that run the project length.**

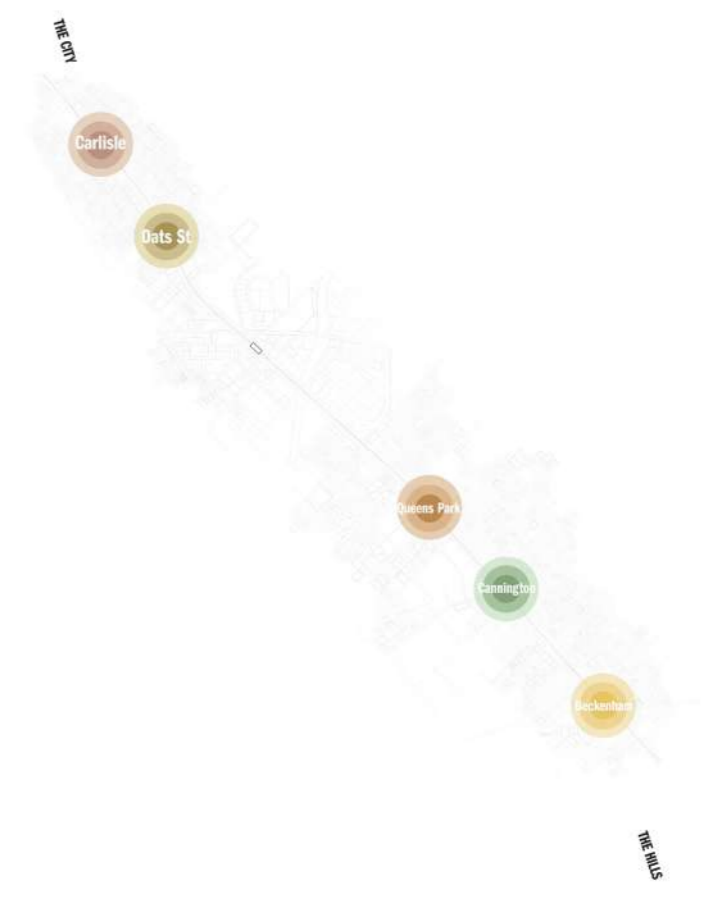


### CONNECTED

Sense of place through vegetation complexes

A palette of native trees and understorey that is based upon the site vegetation complexes. Bassendean Complex to the Oats Street Package (north) and Guildford Complex to the Wharf Street Package (south).

*Two palettes of tree species specific to the northern and southern corridors that reinforce the unique character of each.*



### SPECIFIC

Signifier tree species that reinforce identity and wayfinding.

A palette of iconic and specific trees and plants that will support the individual station identity and interpretive and cultural narrative. Exotic tree species may be used if they reflect the vernacular streetscape character specific to the station location.

**A single tree species for each station.**

# Tree Planting Palette



**Allocasuarina fraseriana**



**Eucalyptus marginata**

**Tree Selection Strategy**

The tree species have been selected to respond to the following strategy:

- From the endemic planting complex of the site area.
- Meet the height requirements for planting proximity to rail and viaduct structures.
- Respond to the site narrative of Collective, Connected and Specific.



**Banksia attenuata**



**Eucalyptus tottiana**



**Banksia grandis**



**Melaleuca preissiana**



**Banksia menziesii**

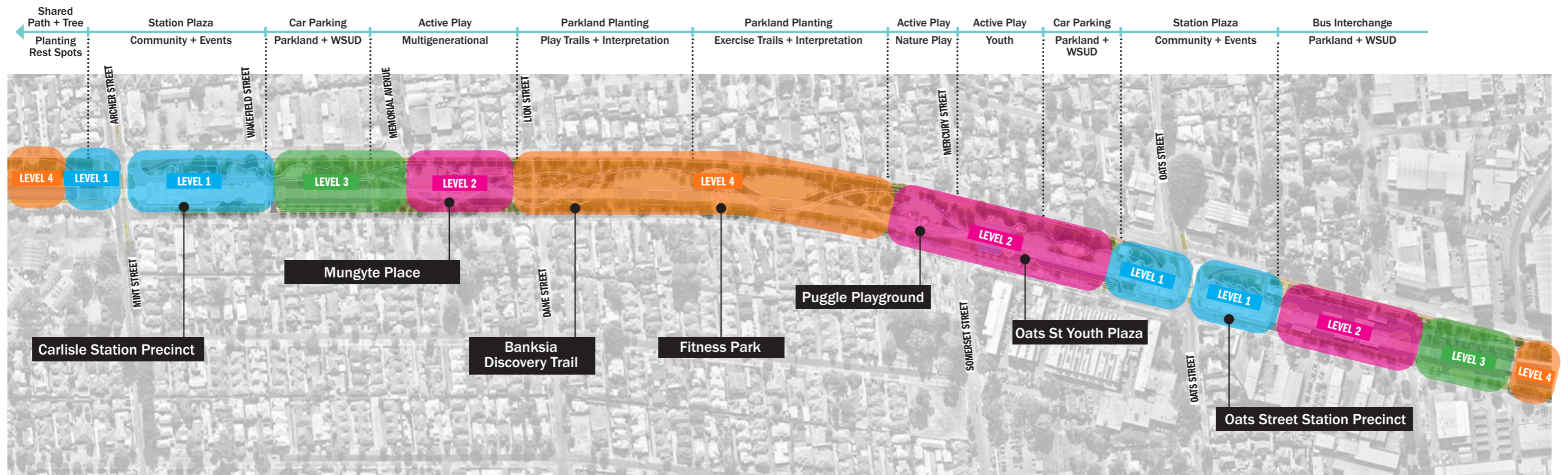


**Melaleuca raphiophylla**

SMALL	MEDIUM	LARGE
TREE HEIGHT <5M	TREE HEIGHT <10M	TREE HEIGHT <15M
BANKSIA MENZIESII	BANKSIA GRANDIS	CASUARINA OBESA
BANKSIA ATTENUATA	BANKSIA LITTORALIS	EUCALYPTUS WANDOO
MELALEUCA CUTICULARIS	EUCALYPTUS LANE-POOLEI	EUCALYPTUS MARGINATA
	MELALEUCA PREISSIANA	EUCALYPTUS RUDIS
	EUCALYPTUS TODTIANA	CORYMBIA CALOPHYLLA
	MELALEUCA RHAPHIOPHYLLA	
	AGONIS FLEXUOSA	
	MELALEUCA RHAPHIOPHYLLA	
	ALLOCASUARINA FRASERIANA	



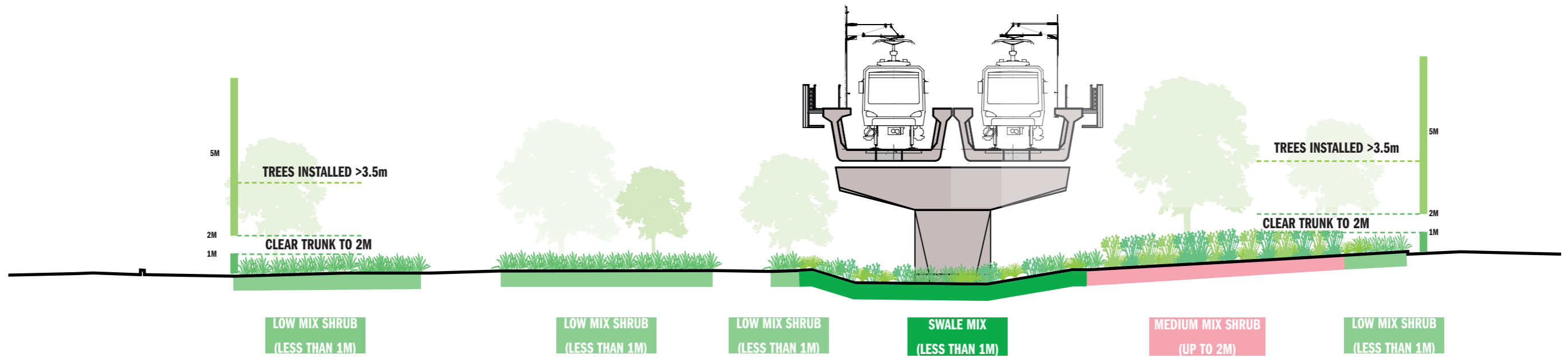
# Tree Install Size



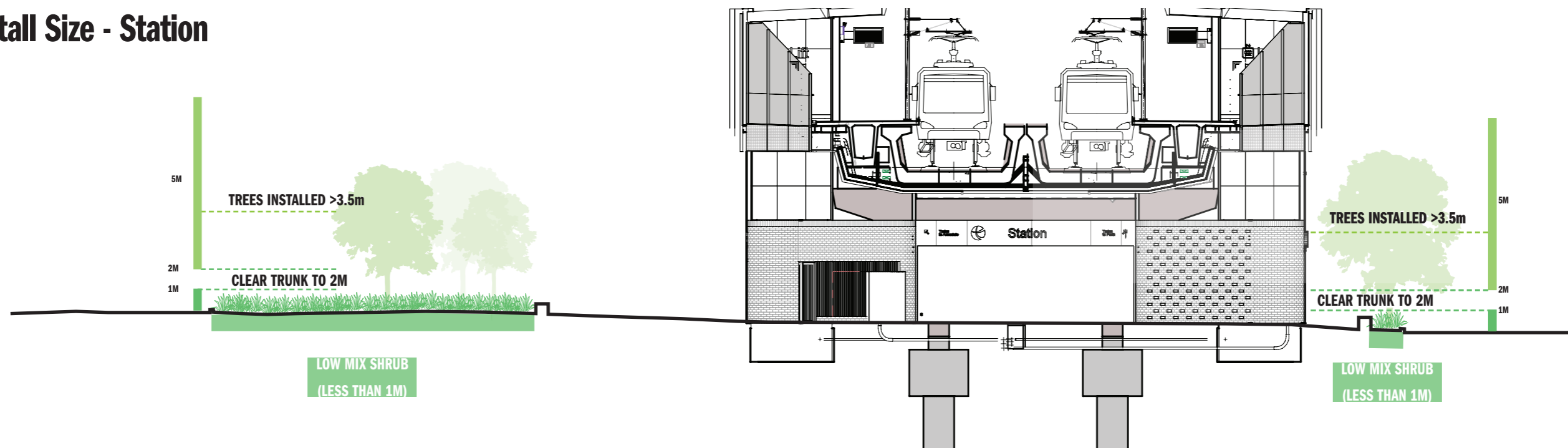
TREE INSTALL SIZE				
ZONE	APPLICATION	PERCENTAGE	POT SIZE	HEIGHT AT INSTALL
LEVEL 1	MINOR PLANTING	25%	100 Ltr	2.5-3.5m
	GENERAL TREES	25%	200 Ltr	3.5-4.5m
	GENERAL TREES	25%	500 Ltr	4.5-6m
	FEATURE TREES	25%	1500 Ltr	5.5-8m
LEVEL 2	EXTENSIVE PLANTING	50%	100 Ltr	2.5-3.5m
	GENERAL TREES	25%	200 Ltr	3.5-4.5m
	FEATURE TREES	25%	500 Ltr	4.5-6m
LEVEL 3	EXTENSIVE PLANTING	25%	100 Ltr	2.5-3.5m
	GENERAL TREES	75%	200 Ltr	3.5-4.5m
LEVEL 4	GENERAL TREES	75%	45 Ltr	1.5-2m
	FEATURE TREES	25%	100 Ltr	2.5-3.5m

All tree sizes and quantities subject to species selection and nursery availability.

### Tree Install Size - Corridor



### Tree Install Size - Station



# 8.6 TREE PLANTING OFFSETS

## At Grade

Tree Offset = Tree Height + 1M

### Tree Planting Brief Requirements

The tree planting across the site has to comply with several different brief and offset requirements to ensure the protection of rail and utility services infrastructure.

Offset Requirements have been listed below as summaries over the following pages.

#### Rail Offsets:

- Mature tree height + 1m from overhead lines + running rail
- Offset reduced 1:1 (height : lateral offset) when rail is elevated.

#### Structure Offsets:

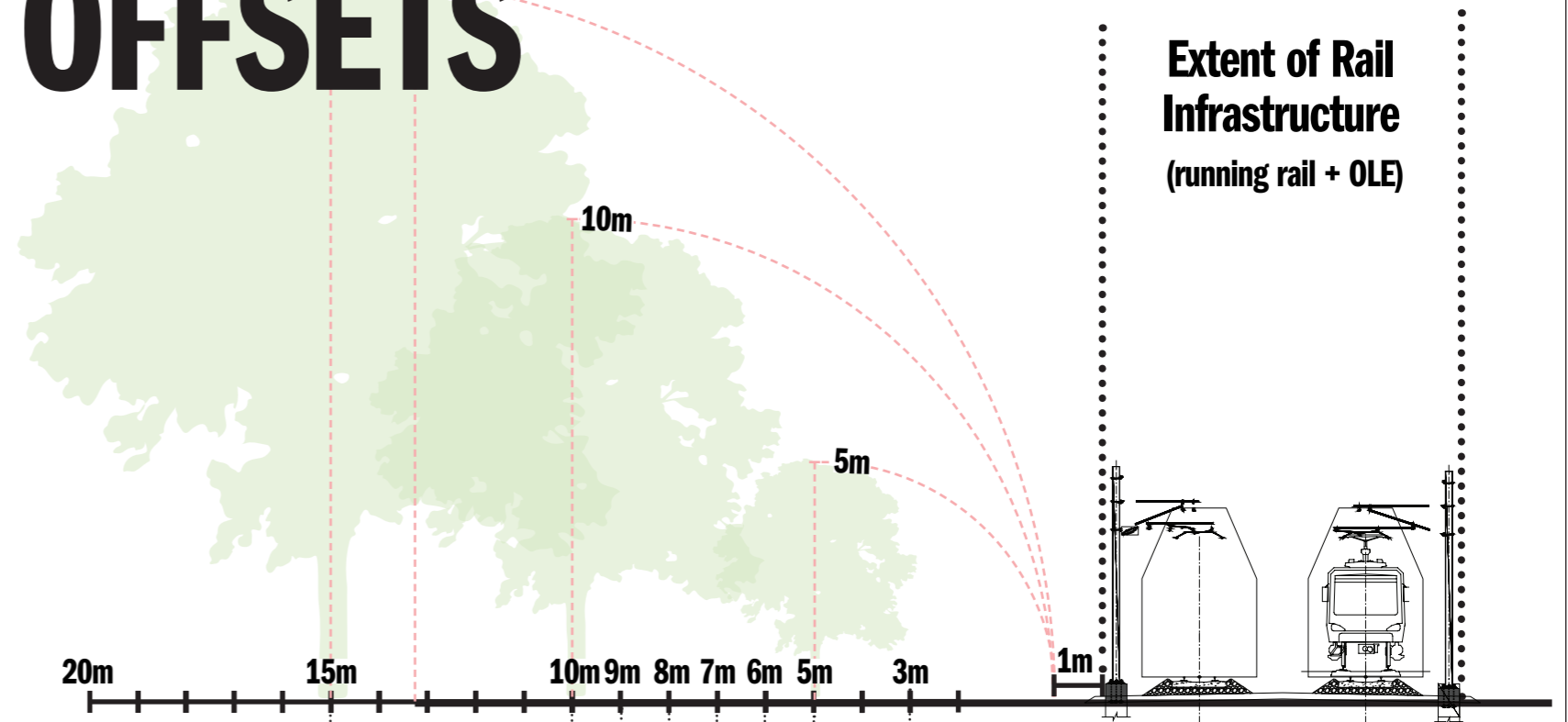
- No trees within 3m of structure
- Trees located 3-5m from structure to be species <10m tall at maturity
- Trees located 5-10m from structure to be species <15m tall at maturity
- Paved surfaces with hardstand + sub base surround station buildings (300mm deep)(typical 3-5m wide)
- Thickened paving sub-base to be installed (500mm deep compacted gravel trench) where trees are within 5m of station building

#### Utility Services Offsets:

- No trees within 1m (lateral distance from outside of pipe) of underground services - water, sewer, gas, power, comms or drainage infrastructure
- No trees within 1m (lateral distance) of access and inspection pits
- Water Corp Main:
  - Trees within 1-2m of a Water Corp main to be <5m mature height
  - Trees within 2-4m of a Water Corp Main to be <10m mature height
  - No trees from WC's not recommended species list

#### Primary Shared Path Offsets:

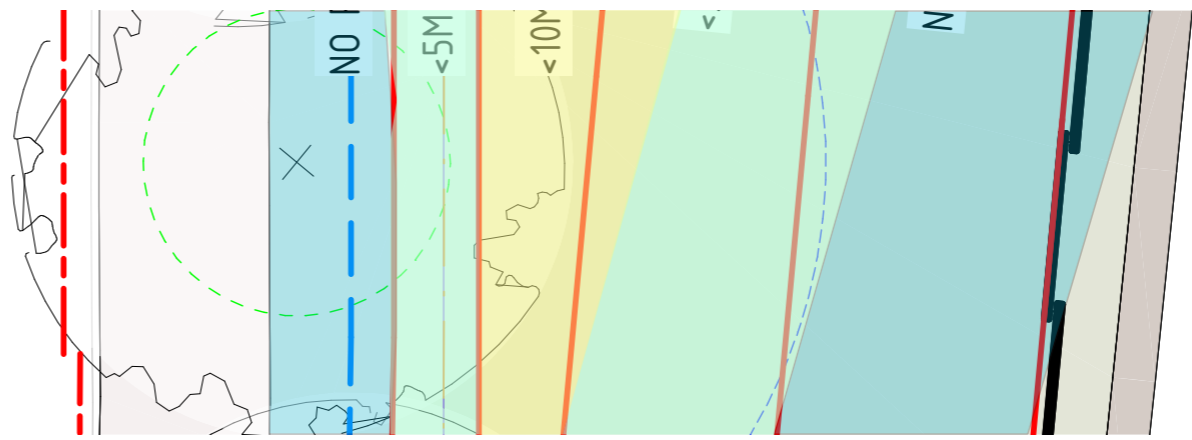
- No trees within 1.5m of PSP as per Aust Rds standards



20m 15m 10m 9m 8m 7m 6m 5m 3m 1m

- EUCALYPTUS MARGINATA
- EUCALYPTUS RUDIS
- CORYMBIA CALOPHYLLA
- CASUARINA OBESA
- EUCALYPTUS WANDOO
- ALLOCASUARINA FRASERIANA
- MELALEUCA RHAPHIOPHYLLA
- MELALEUCA RHAPHIOPHYLLA
- AGONIS FLEXUOSA
- MELALEUCA RHAPHIOPHYLLA
- EUCALYPTUS TODTIANA
- MELALEUCA RHAPHIOPHYLLA
- BANKSIA GRANDIS
- BANKSIA LITTORALIS
- EUCALYPTUS LANE-POOLEI
- MELALEUCA PRESSIONANA
- MELALEUCA CUTICULARIS
- BANKSIA MENZIESII
- BANKSIA ATTENUATA

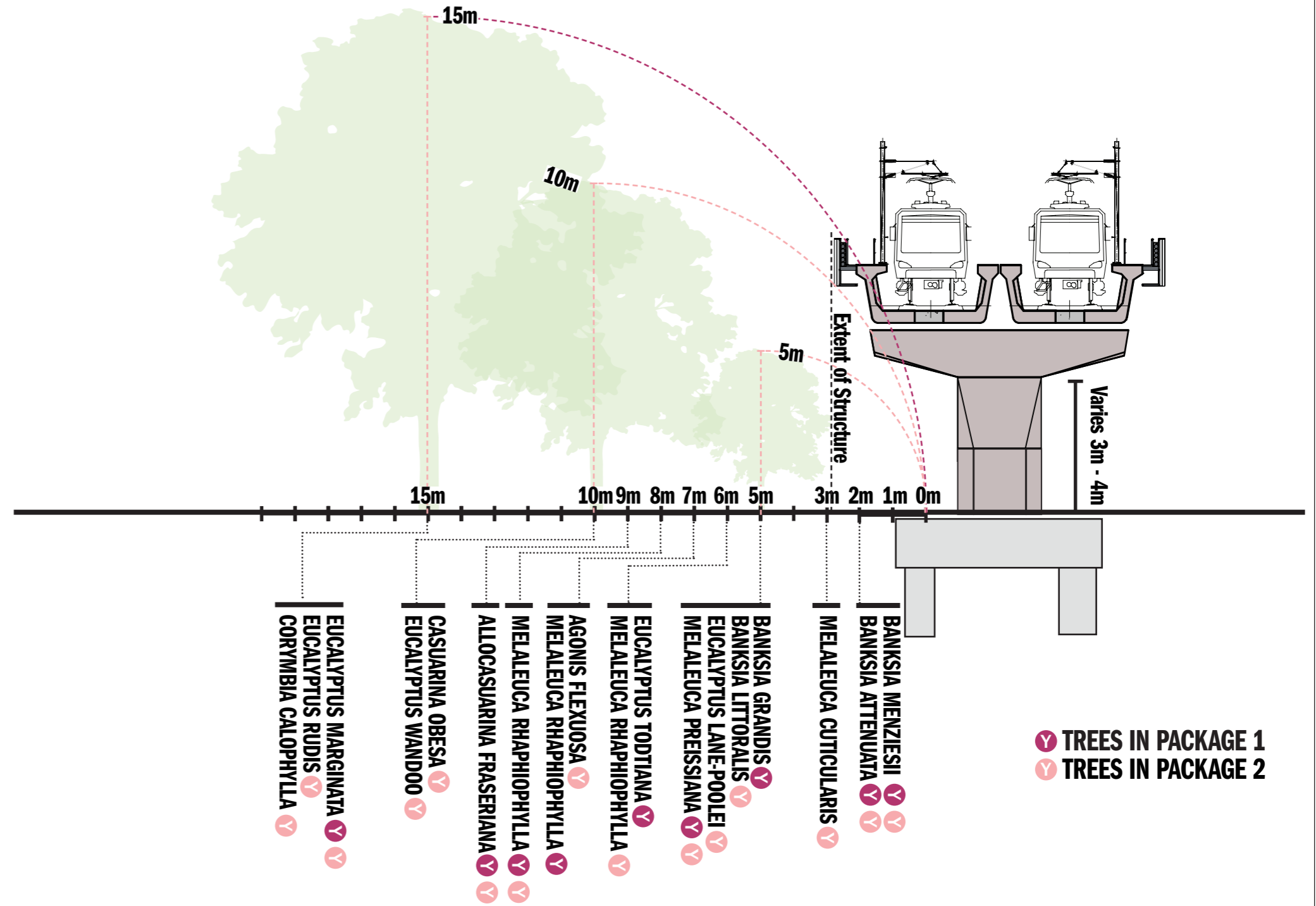
Y TREES IN PACKAGE 1  
Y TREES IN PACKAGE 2



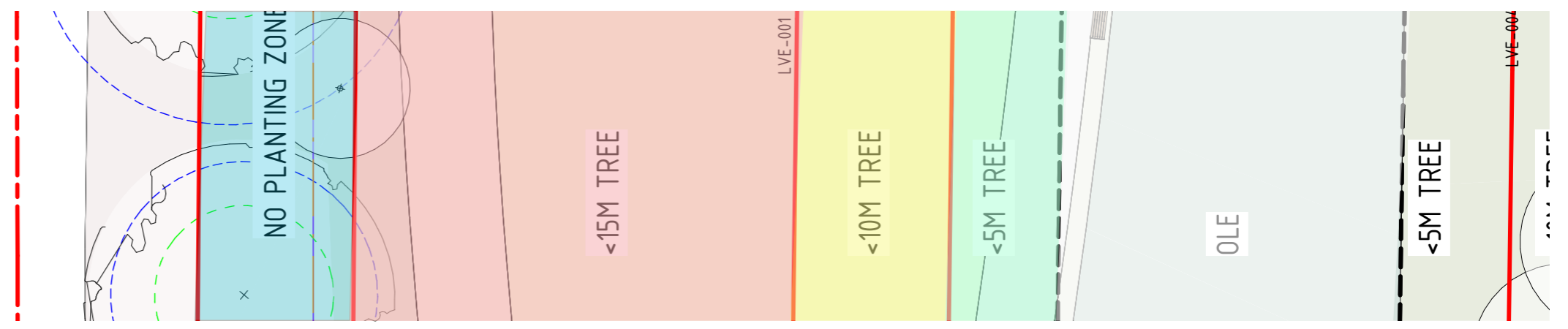
0M 4M 8M 16M

# Typical Viaduct Section

Tree Offset = Tree Height + 1M - Viaduct Height

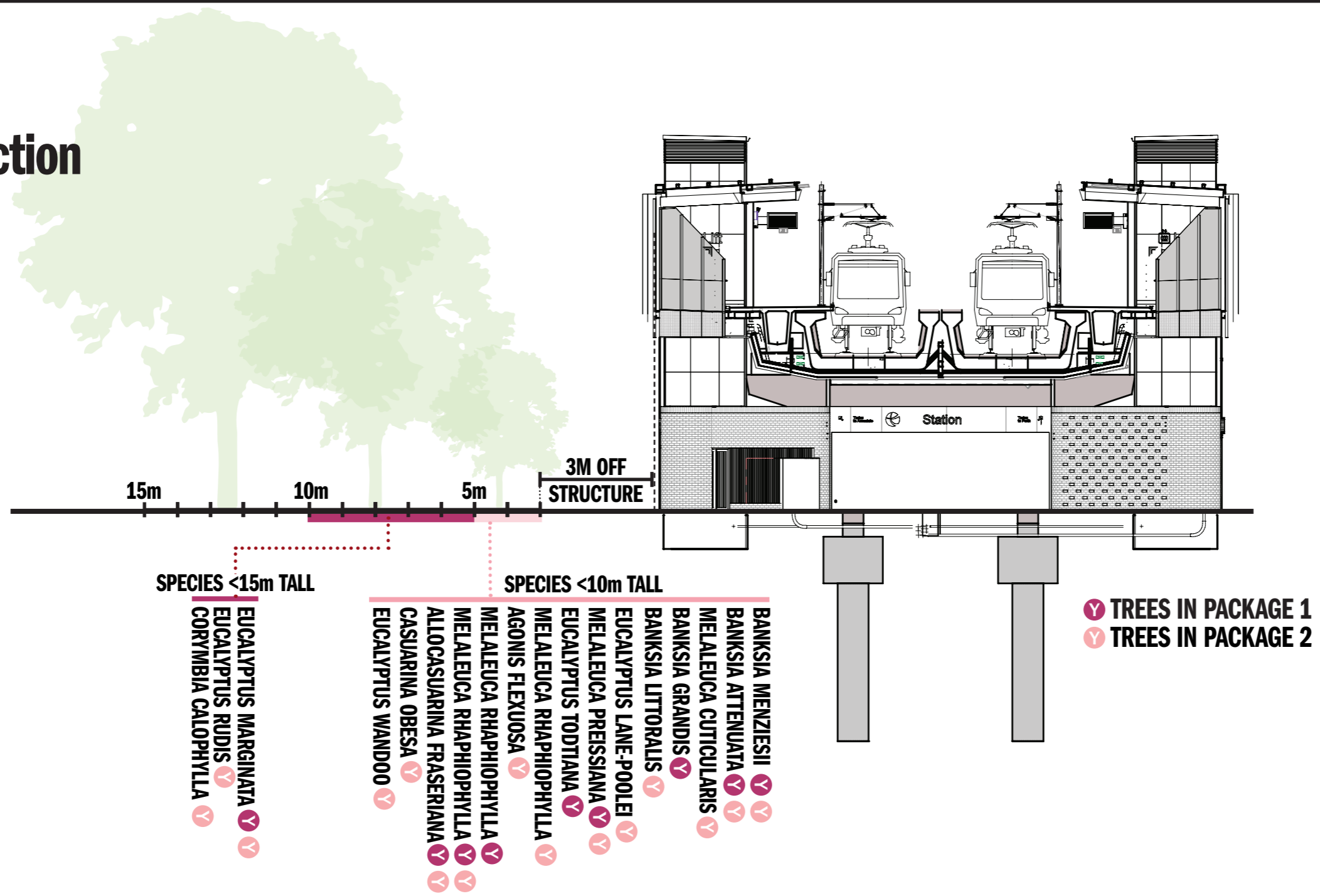


Y TREES IN PACKAGE 1  
Y TREES IN PACKAGE 2

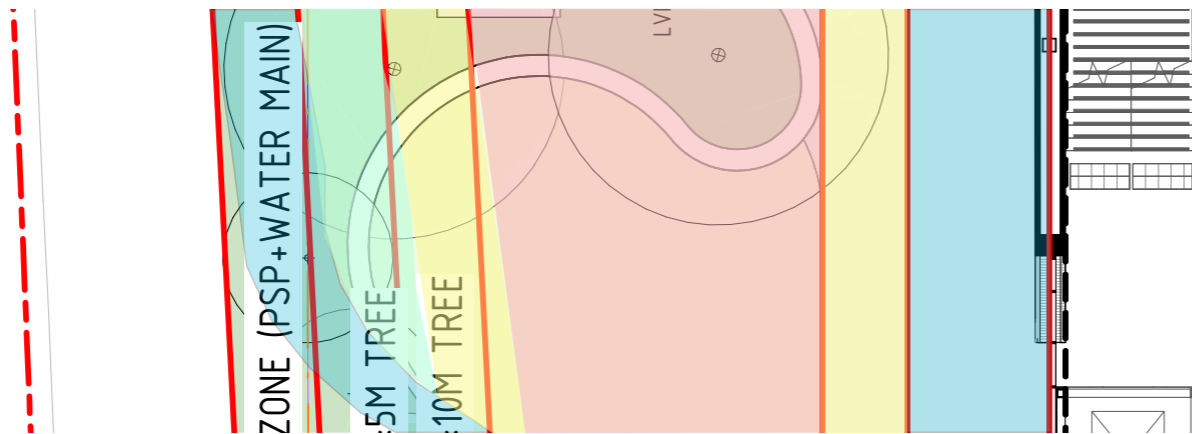


0M 4M 8M 16M

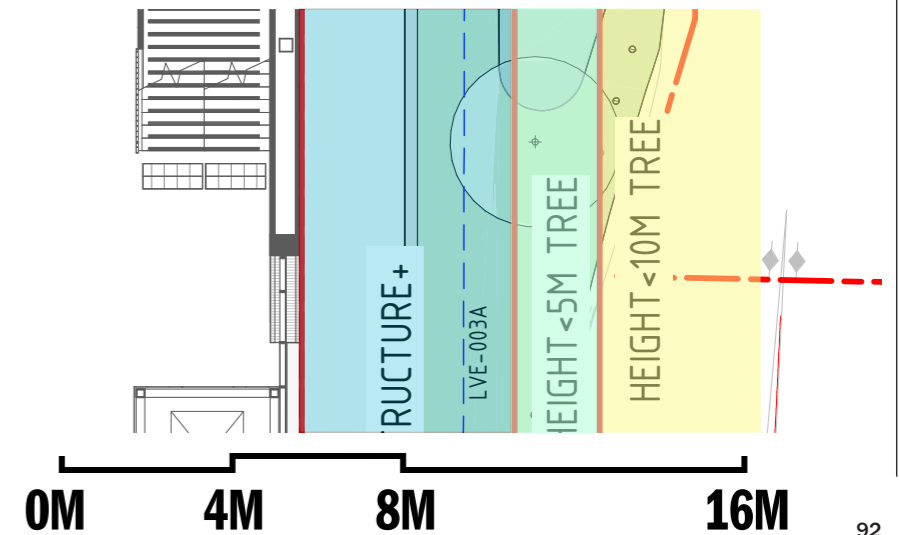
# Building Section



RUTLAND AVE



CARLISLE STATION



# 8.7 PLANTING STRATEGY

## Creating a sense of "Abundance"

Through the planting and WSUD strategies the project will restore natural systems and processes. This intent aligns with the project narrative "Energy of Country" which refers to the cultural belief of spiritual energy created where flora and fauna are abundant.

Large areas of the project corridor will be planted with locally endemic vegetation complexes and native wildflowers. These diverse plant communities will provide opportunities for habitat creation and rewilding of native fauna including insects, reptiles and birds.

The strategy requires that humans step back in certain portions of the corridor to allow areas to nature.

The approach to rewilding design across the precincts is based on the following principles:

- Provide fenced areas with no public access (namely PTA corridor where rail is at grade). Concentrate rehabilitation seeding and planting within these zones.
- Consolidate areas of activation to station neighbourhood centres allowing the quieter parkland areas to encourage fauna and help to protect extensive planting areas from heavy use.
- Retain water on site and create living streams where possible to create a broad range of habitats.
- Identify project opportunities to the LGAs for community engagement and interpretation and education overlays.

## Planting

The approach to softscape design across the precincts is based on the following principles:

- Develop a planting palette that responds and reinforces the design narrative and framework - **Collective, Connected and Specific.**
- Add an overlay of understory species endemic to the site vegetation complexes.
- Support the local endemic planting with robust Australian native planting in more heavily trafficked locations.
- Utilise planting for screening where appropriate - retaining walls, noise walls and embankments.

- Carefully create a shade tolerant planting mix for under viaduct areas.
- Provide planting palettes and planting densities that respond to the level of investment and surrounding use:
  - 'Premium' palettes in primary locations such as station plazas.
  - 'High' palettes in high profile locations such as bus hubs, activation nodes and key pedestrian movement paths.
  - 'Standard' palettes to spaces such as car parks and streetscape.
  - 'Simple' palettes to extensive parkland areas which lie between activity nodes.
- Provide a mix of native seeding and tubestock planting to rail corridor areas within PTA fence line areas.
- All turf areas to be installed to LGA requirements.

## Wildflower Strategy

Wildflower planting is proposed throughout the corridor to both provide a sense of identity, seasonal change and cultural narrative.

The project will take learnings from the Wildflower Capital initiative to showcase the unique local flora in the design and character of the parkland and plaza areas of the project.

## Procurement

The procurement of trees and planting for this project will need careful planning - the following strategies will be further investigated during the next phase of the project:

- Work with ToVP to source a portion of plants from their seed banks (sourced from the Kensington Bush Forever site).
- Create a pre-procurement strategy to ensure trees are procured early to ensure availability and variety across the project.
- Consult industry specialists to ensure a robust planting palette that meets the requirements of the PTA and LGAs.
- Minimise species substitution through close consultation with nurseries through the design phases.
- Test under viaduct plant mixes for suitability prior to mass planting.

## SHOWCASE WA's UNIQUE WILDFLOWERS

## ENCOURAGE RETURN OF NATIVE FAUNA



## REESTABLISH ENDEMIC VEGETATION COMPLEXES



Increase canopy cover

Reinstate natural systems

Bassendean Complex

Swales & Basins



CULTURAL AND SEASONAL CHANGE

Cannington Complex

Use planting to reinforce design narrative

Guildford Complex

Create space for nature

IMMERSE YOURSELF IN NATURE

# 8.8 SHADE STUDY

## Shadow Diagram

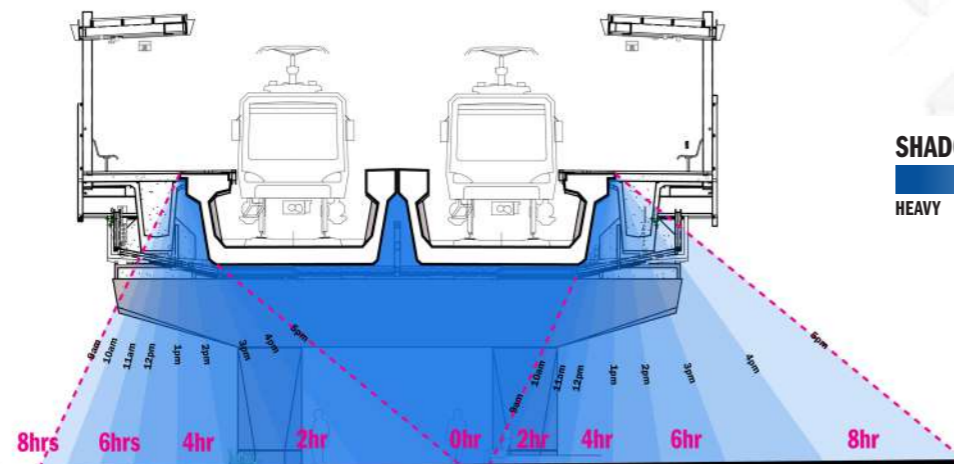
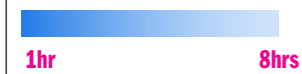
Creating a robust and site responsive planting palette

For each station the sun and shadow diagrams have been undertaken to inform the planting strategy. The alignment of the new stations and viaduct structures impacts the plants selected and their optimal location.

## SHADE STUDY

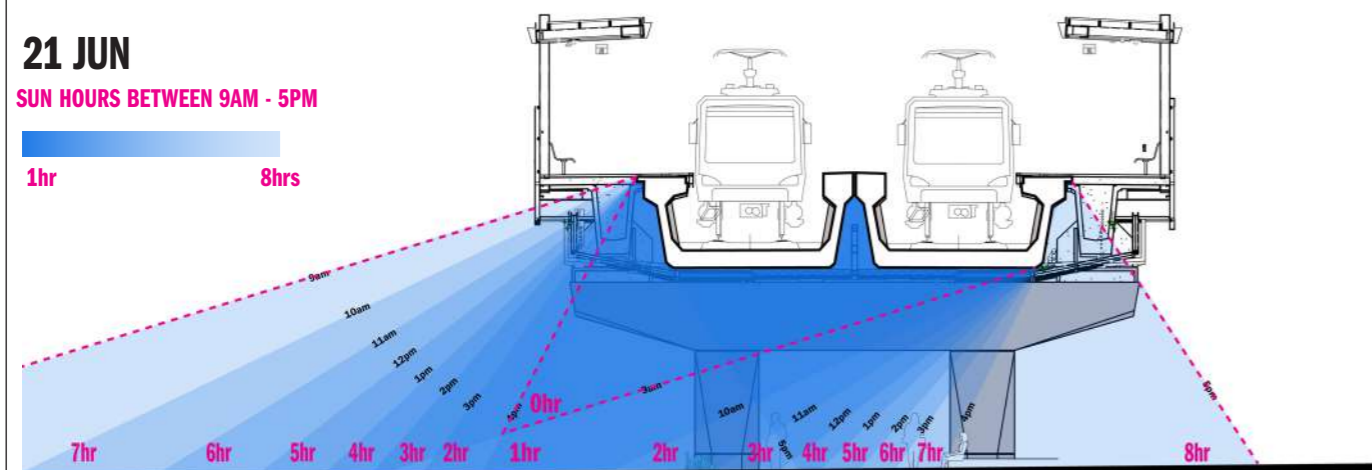
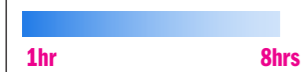
**21 DECEMBER**

SUN HOURS BETWEEN 9AM - 5PM

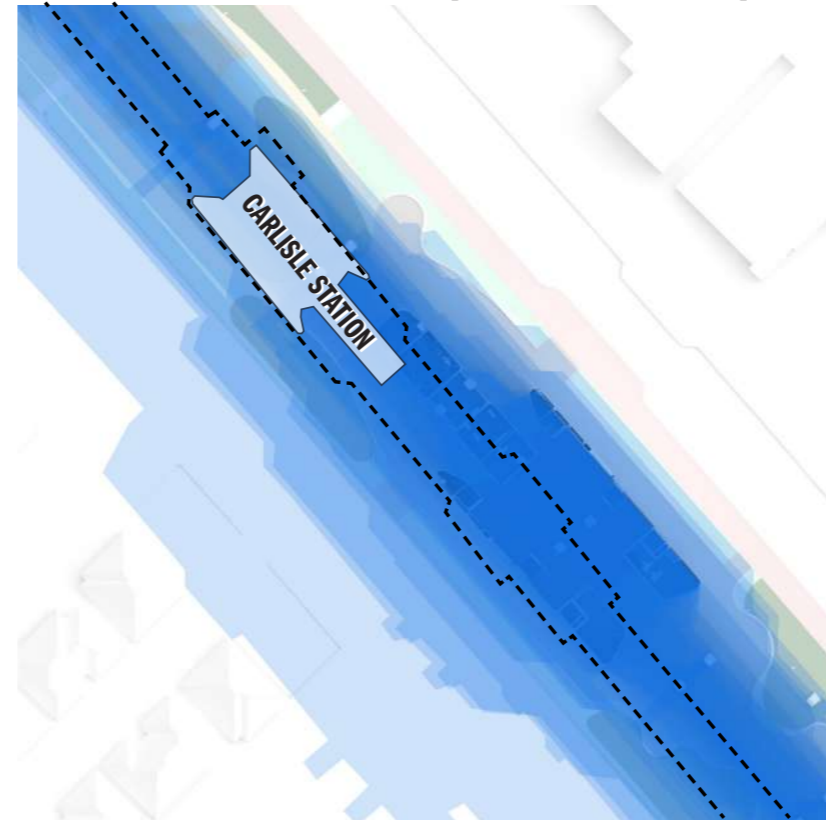


**21 JUN**

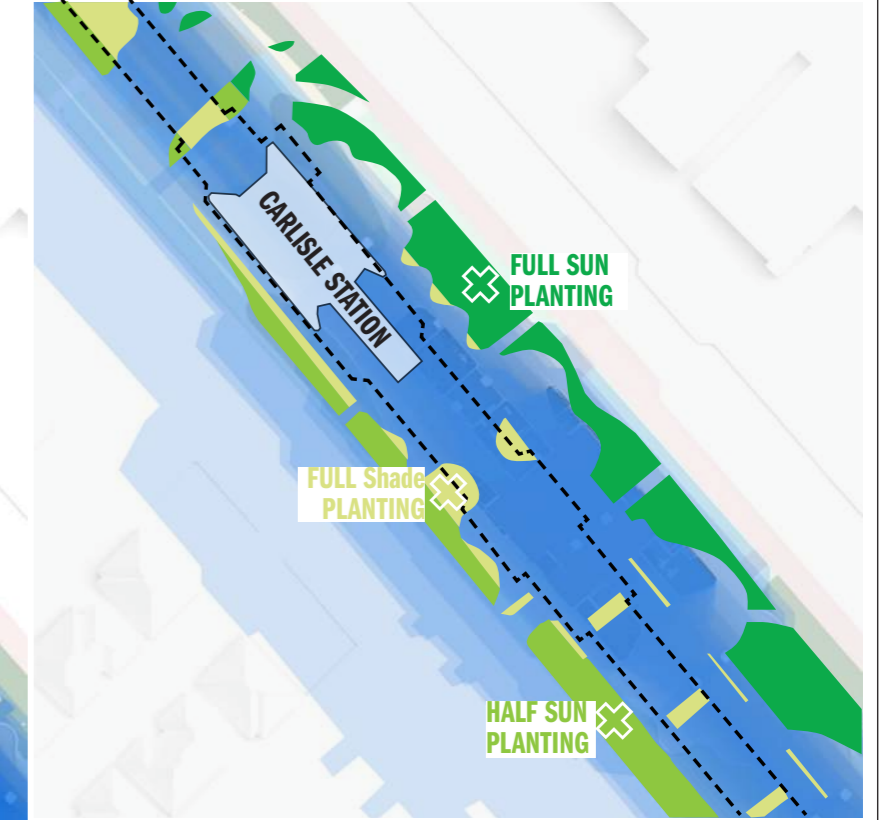
SUN HOURS BETWEEN 9AM - 5PM



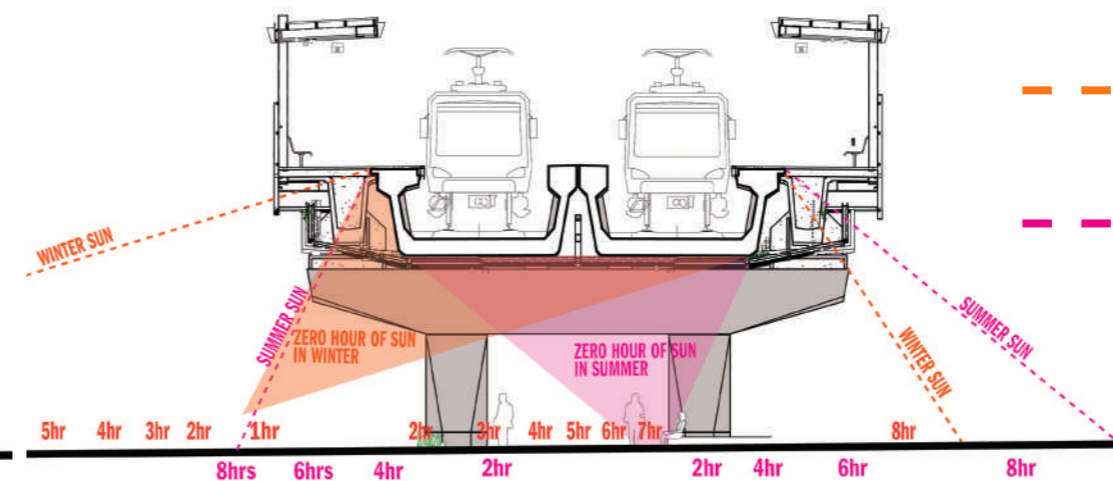
## SHADOW DIAGRAM (WHOLE YEAR)



## PLANTING DIAGRAM

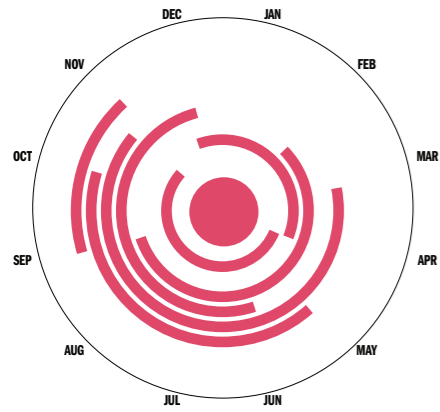


## SUN STUDY

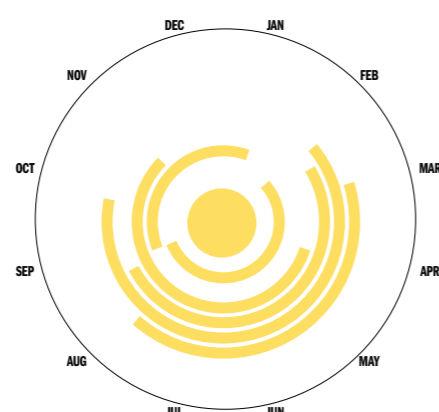


- — — **21 DECEMBER (SUMMER)**  
SUN HOURS BETWEEN 9AM - 5PM
- — — **21 JUN (WINTER)**  
SUN HOURS BETWEEN 9AM - 5PM

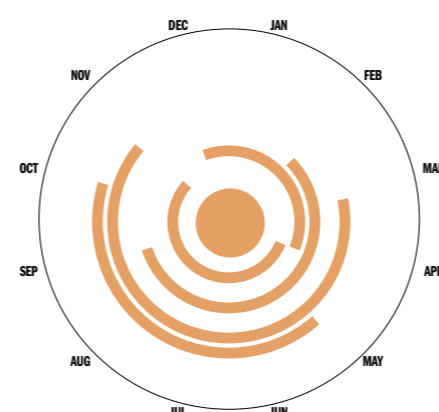
# 8.9 PLANTING STRATEGY



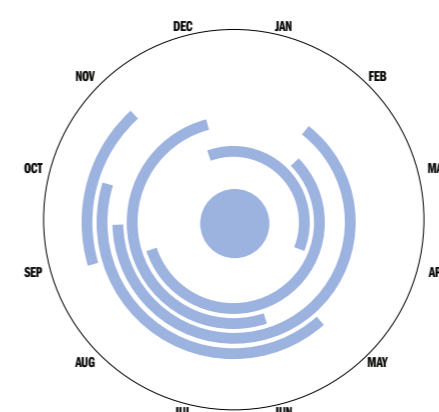
**CARLISLE**



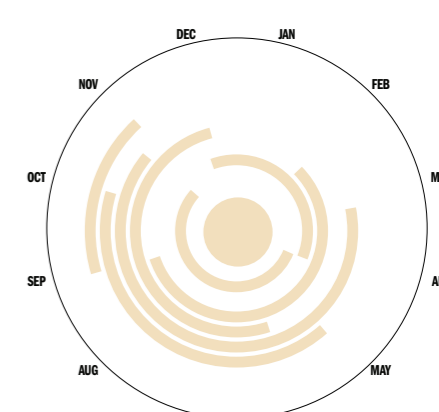
**OATS STREET**



**QUEENS PARK**



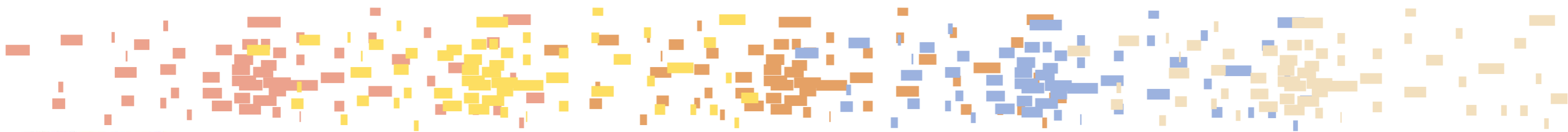
**CANNINGTON**



**BECKENHAM**



**DAPPLED APPROACH**





# 8.10 PLANTING PALETTE

## GUILDFORD COMPLEX PLANTING



☀️☀️  
**Acacia saligna\* Prostrate**  
'Wattle'  
<0.3m groundcover



☀️☀️  
**Gastrolobium nervosum**  
<0.8m shrub



☀️  
**Anigozanthos manglesii**  
'Kangaroo Paw'  
<0.1m shrub



☀️☀️  
**Anigozanthos viridis**  
'Green Kangaroo Paw'  
<0.5m shrub



☀️☀️  
**Beaufortia elegans**  
'Elegant Beaufortia'  
<0.1m shrub



☀️☀️  
**Calothamnus quadrifidus prostrate**  
'Common Net Bush'  
<0.8m shrub



☀️  
**Baumea juncea**  
'Bare Twig Rush'  
<0.1m shrub



☀️☀️  
**Conostylis aculeata**  
'Cottonhead'  
<0.5m shrub



☀️☀️  
**Brachyscome iberidifolia**  
'Swan River Daisy'  
<0.4m shrub



☀️  
**Melaleuca lateritia**  
'Robin Redbreast Bush'  
<2m shrub



☀️☀️  
**Hypocalymma angustifolium**  
'White Myrtle'  
<1m shrub



☀️☀️  
**Conostylis candicans**  
'Bare Twig Rush'  
<0.1m shrub



☀️☀️  
**Dianella revoluta**  
'Blue Flax-Lily'  
<1m shrub



☀️  
**Kennedia prostrata**  
'Running Postman'  
<0.1m shrub



☀️☀️  
**Melaleuca thymoides**  
'Thyme Honey Myrtle'  
<2m shrub



☀️  
**Dampiera trigona**  
'Angled-stem Dampiera'  
<0.5m shrub



☀️☀️  
**Hardenbergia comptoniana**  
'Native wisteria'  
<0.3m shrub



☀️☀️  
**Dielsia stenostachya**  
<0.9m shrub



☀️☀️  
**Hemiandra pungens**  
'Snake Bush'  
<0.3m shrub



☀️☀️  
**Hypocalymma robustum**  
'Swan River Myrtle'  
<1.2m shrub



☀️  
**Eremophila glabra**  
'Emu Bush'  
<0.3m shrub



☀️☀️  
**Patersonia occidentalis**  
'Native Iris'  
<0.3m shrub



☀️  
**Melaleuca trichophylla**  
<1m shrub

# GUILDFORD COMPLEX PLANTING - BASIN



☀️ ☀️  
**Banksia telmatiaea**  
 'Swamp Fox Banksia'  
 <0.2m Shrub



☀️ ☀️  
**Melaleuca incana**  
 'Dwarf Honey Myrtle'  
 <1m shrub



☀️ ☀️  
**Bossiaea eriocarpa**  
 'Common brown pea'  
 <1m shrub



☀️  
**Ficinia nodosa**  
 'Knobby Club Rush'  
 <1m shrub



☀️ ☀️  
**Juncus pallidus**  
 'Pale rush'  
 <2m shrub



☀️ ☀️  
**Thysanotus multiflorus**  
 'Fringe Lily'  
 <0.3m shrub



☀️ ☀️  
**Orthrosanthus laxus**  
 'Morning iris'  
 <0.5m shrub

# 8.10 PLANTING PALETTE

## BASSENDEAN COMPLEX PLANTING



**Acacia saligna\* Prostrate**  
'Wattle'  
<0.3m groundcover



**Anigozanthos humilis**  
'Catspaws'  
<0.1m shrub



**Anigozanthos manglesii**  
'Kangaroo Paw'  
<0.1m shrub



**Anigozanthos viridis**  
'Green Kangaroo Paw'  
<0.5m shrub



**Beaufortia elegans**  
'Elegant Beaufortia'  
<0.1m shrub



**Calothamnus quadrifidus prostrate**  
'Common Net Bush'  
<0.8m shrub



**Baumea juncea**  
'Bare Twig Rush'  
<0.1m shrub



**Conostylis aculeata**  
'Cottonhead'  
<0.5m shrub



**Brachyscome iberidifolia**  
'Swan River Daisy'  
<0.4m shrub



**Melaleuca lateritia**  
'Robin Redbreast Bush'  
<2m shrub



**Hypocalymma angustifolium**  
'White Myrtle'  
<1m shrub



**Conostylis candicans**  
'Bare Twig Rush'  
<0.1m shrub



**Dianella revoluta**  
'Blue Flax-Lily'  
<1m shrub



**Gastrolobium nervosum**  
<0.8m shrub



**Melaleuca thymoides**  
'Thyme Honey Myrtle'  
<2m shrub



**Dampiera trigona**  
'Angled-stem Dampiera'  
<0.5m shrub



**Hardenbergia comptoniana**  
'Native wisteria'  
<0.3m shrub



**Dielsia stenostachya**  
<0.9m shrub



**Hemiandra pungens**  
'Snake Bush'  
<0.3m shrub



**Hypocalymma robustum**  
'Swan River Myrtle'  
<1.2m shrub



**Kennedia prostrata**  
'Running Postman'  
<0.1m shrub



**Patersonia occidentalis**  
'Native Iris'  
<0.3m shrub



**Melaleuca trichophylla**  
<1m shrub

# BASSENDEAN COMPLEX PLANTING - BASIN



☀️ ☀️  
**Banksia dallaneyi**  
 'Wattle'  
 <0.3m groundcover



☀️ ☀️  
**Melaleuca incana**  
 'Dwarf Honey Myrtle'  
 <1m shrub



☀️ ☀️  
**Bossiaea eriocarpa**  
 'Common brown pea'  
 <1m shrub



☀️ ☀️  
**Burchardia congesta**  
 'Milkmaids'  
 <0.8m shrub



☀️ ☀️  
**Juncus pallidus**  
 'Pale rush'  
 <2m shrub



☀️ ☀️  
**Thysanotus multiflorus**  
 'Fringe Lily'  
 <0.3m shrub



☀️ ☀️  
**Orthrosanthus laxus**  
 'Morning iris'  
 <0.5m shrub

# 8.11 WATER SENSITIVE URBAN DESIGN

## Stormwater Strategy

Key initiatives behind the corridors sustainability design principle are to create an environment that both manages flood control and storm water run off, as well as increasing habitat and biodiversity.

The design response will provide best practice Water Sensitive Urban Design principles that include a range of benefits through the following interventions:

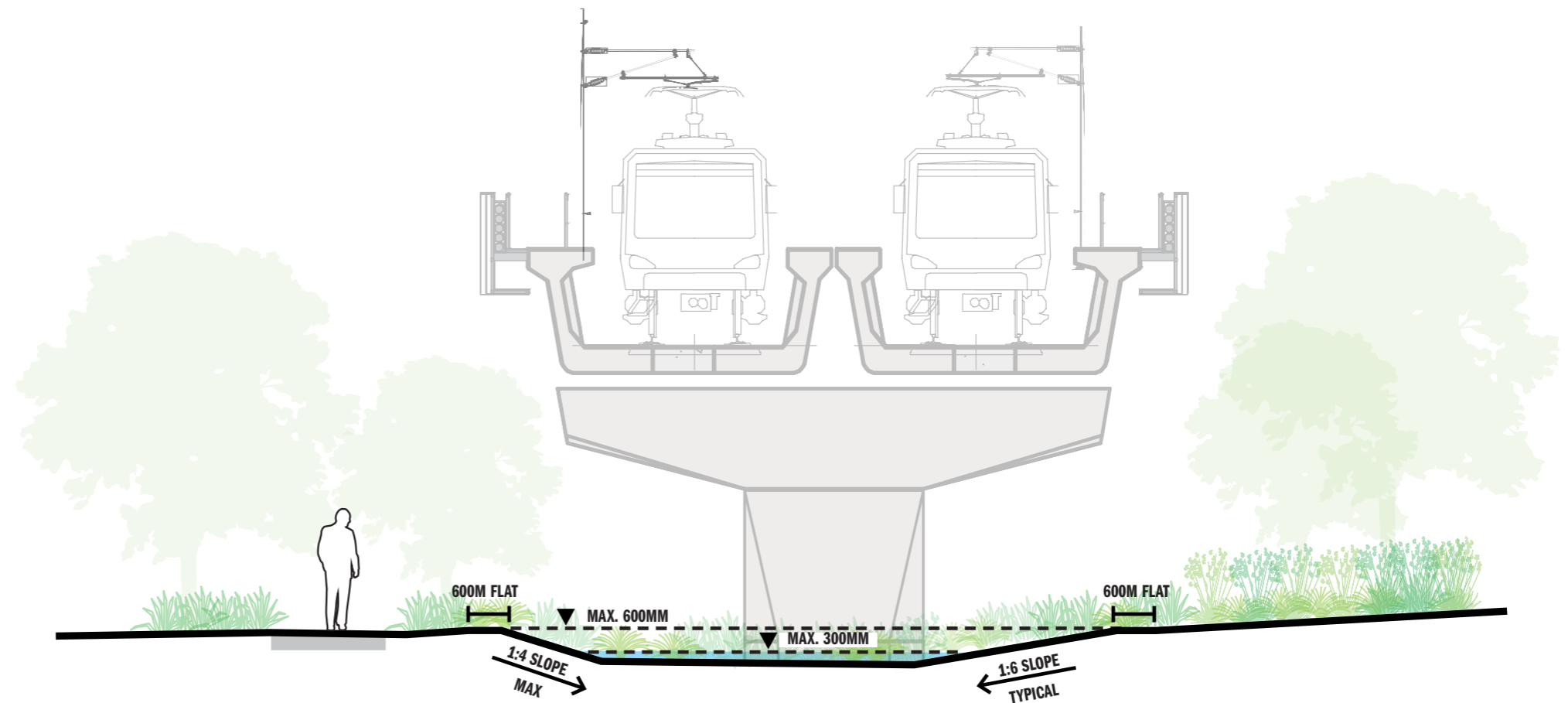
- Minimise pit and pipe infrastructure and mitigate the need for underground tanks.
- Capture and store water in place as much as possible instead of relocating to large detention basins.
- Mitigate the requirement of permeable paving and through the integration of softscape planting.
- Capture storm water run off from over head viaduct and surrounding hardsurfaces by incorporating harvesting and directional drainage solutions.
- Locate basins under the rain shadow of the viaduct minimising the need for irrigation.
- Provide safe basins along the corridor - max 300mm deep where possible with shallow banks for egress.
- Mitigate the requirement for fencing to all basins within the corridor and station precincts.
- Integrate stormwater natural systems in a thoughtful and explicit way, providing opportunities for education and interpretation.
- Utilise best practise WSUD principles to help create wetland habitats and encourage wildlife.
- Water use for irrigation will be focused on planted areas in the immediate vicinity of station or activity nodes,

- with the majority of planting to be unirrigated.
- Strategically integrate wetland systems into the urban and parkland environments to enhance user experience through ecological diversity, amenity and activation opportunities.
- Establish rain gardens, swales and detention basins to capture, treat and restore ground water.
- Celebrate water as identified in the Place Plans and corridor narrative by responding to the natural environments surrounding water systems.

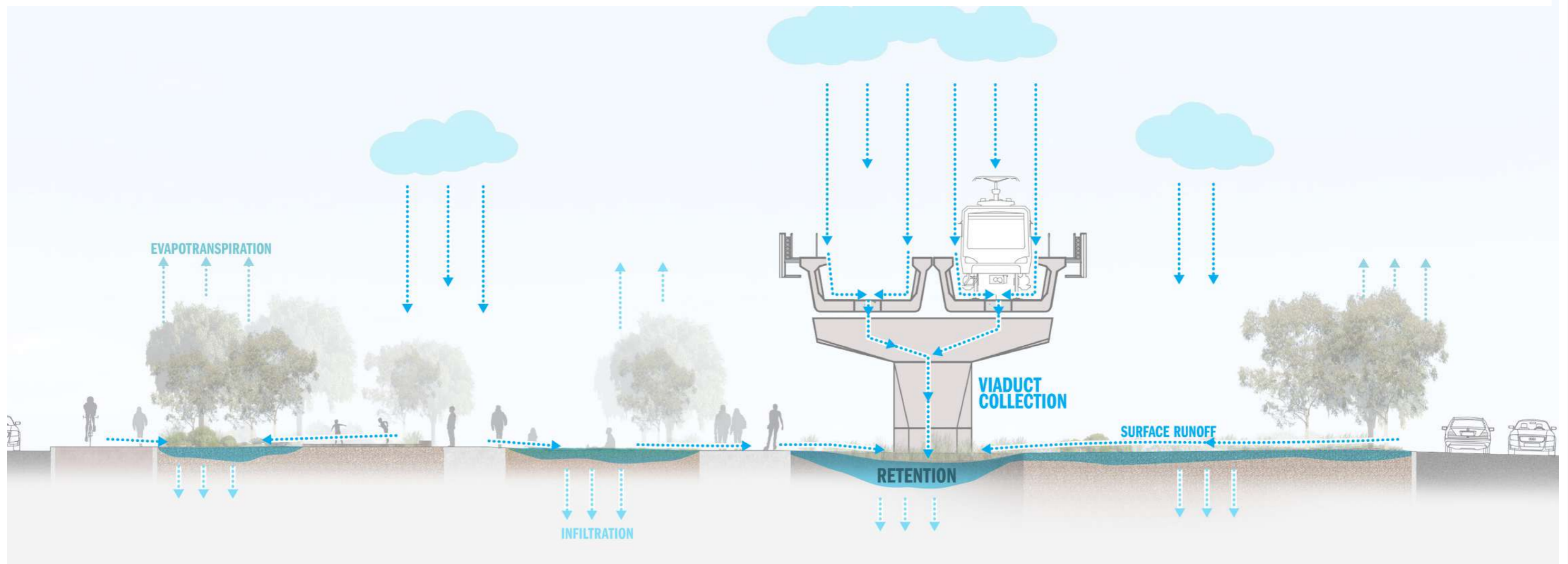
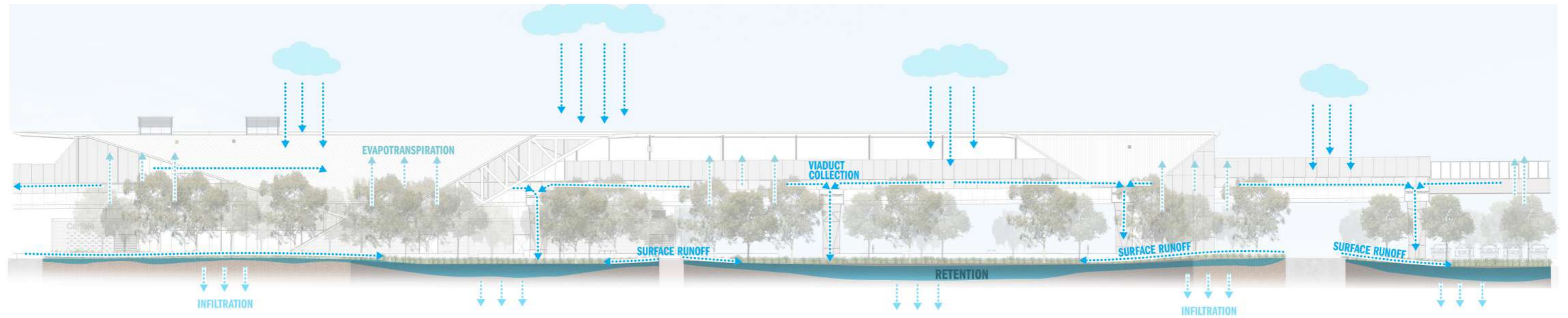
## Design Development

Basins are currently designed to hold a maximum water depth of 300mm. Typically, this results in them being 300-600m height different between base of basin and surrounding ground level (refer adjacent image). The sloped batters are typically 1:4.

This design ensures an outcome that will not require fencing, allowing the basins to blend in as part of the public realm - appearing more as shallow planted depressions than deep basins.

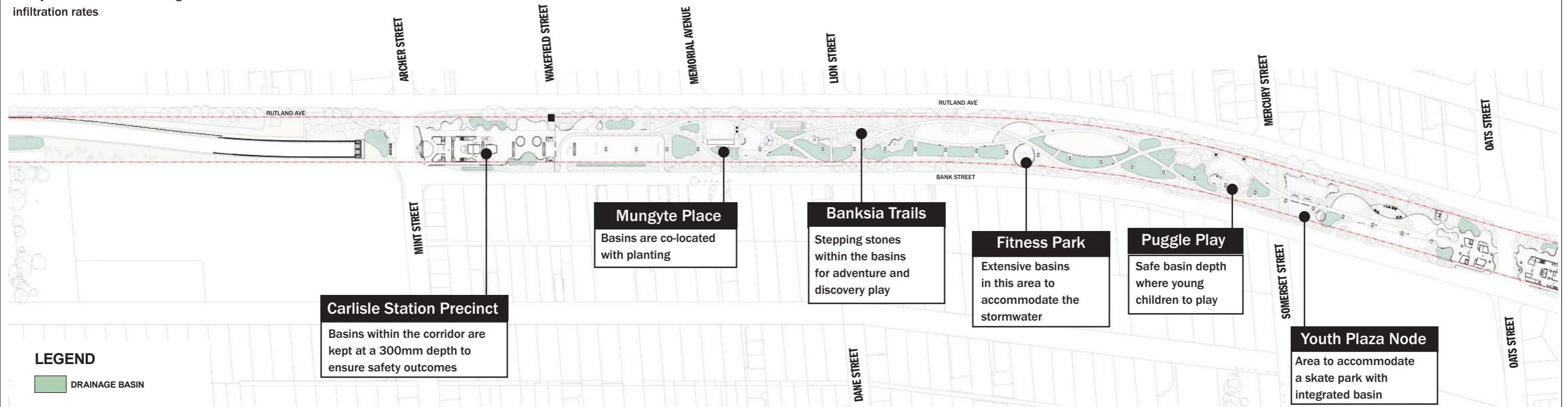


Typical Basin

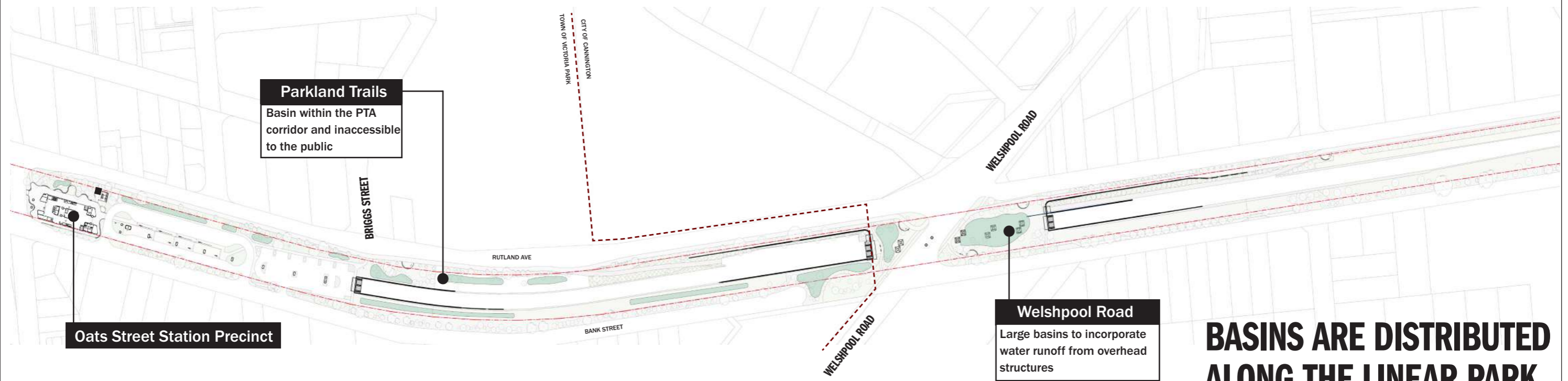


# OATS STREET PACKAGE (NORTH)

Sandy soils have assisted in higher infiltration rates



Large basins accommodate planting.



## BASINS ARE DISTRIBUTED ALONG THE LINEAR PARK





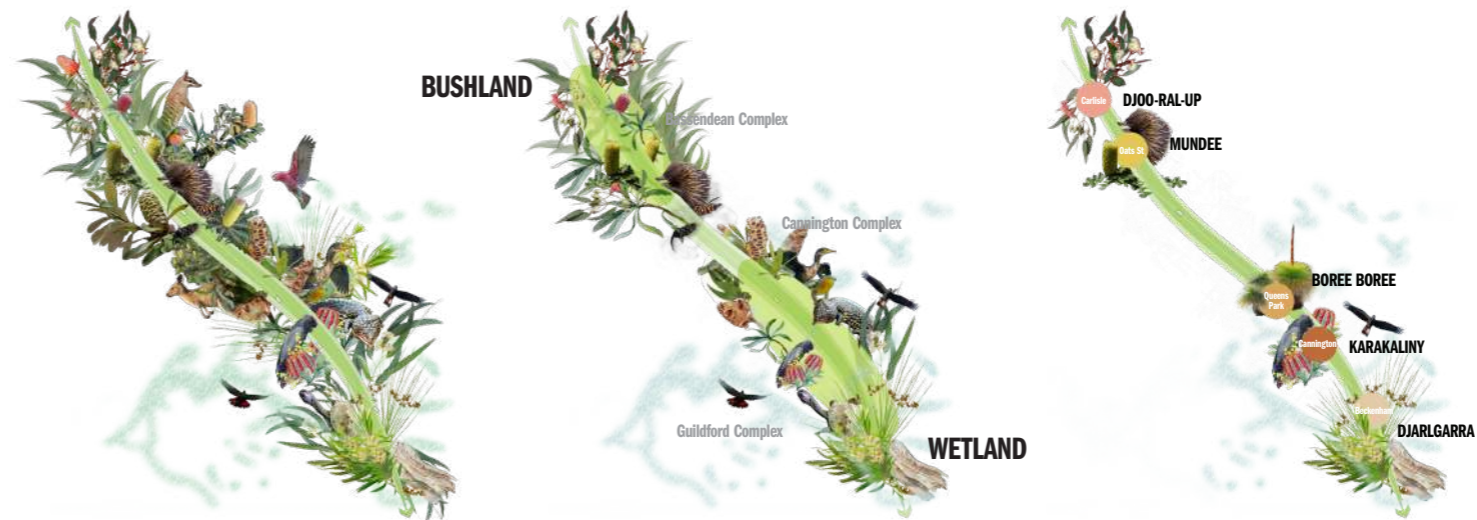
# 09 INTERPRETATION

# 9.1 INTERPRETATION

## Integration of Interpretation

Authentically integrating a strong sense of place has been a core driver of the design approach. Each design decision has reflected upon the Collective, Connected and Specific themes. There are numerous opportunities for the interpretation of the cultural narrative along the length of the linear park including:

- Within the activity nodes the spaces can tell local stories of country
- Throughout the art strategy
- Interpretive signage can educate the community on ancient stories and modern places
- At each station through the choice of materials and colours



### COLLECTIVE

Energy of Country

Revitalising living country  
Abundance of Energy  
Abundance of Life + Water

### CONNECTED

Connection to Country

Noongar Whadjuk People's connection to Country  
Deep Timetable  
Custom, Lore + Language

### SPECIFIC

Celebration of Place

Noongar Place Names  
Stories of Place

## INTERPRETATION

- SIX SEASONS PLANTING
- PLANTING COMPLEXES: BASSENDEAN, CANNINGTON, GUILDFORD
- RE-WILDING THE CORRIDOR
- REINSTATE NATURAL ECOSYSTEMS - WATER TREATMENTS, BASINS AND SWALES.

- SYMBOLS + MARKERS OF SAFETY (VIADUCT AND STRUCTURES)
- SEASONALITY + COMMUNITY GATHERING
- DIFFERENT LANDSCAPE CHARACTER
- THE BEELOO AND BIELIAR CLANS

- SPECIFIC STORIES OF PLACE
- TOTEMS
- PATTERNS + GRAPHIC STORY
- COLOURS

# 9.2 SITE CURATORIAL THEMES



## TO INFORM:

- \_Urban Design (Architecture and Landscape)
- \_Art Strategy
- \_Interpretation and Education

# 9.3 KEY OPPORTUNITIES

## Dojoorolup - Carlise Station



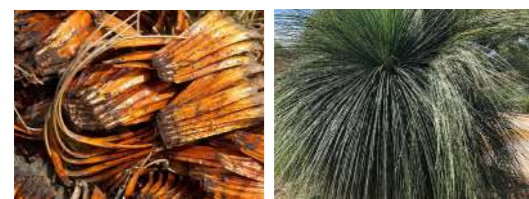
Jarrah Trees

## Mundee - Oats Street Station



Mundee / Echidna

## Boree Boree - Queens Park Station



Balga Tree - Wide Open Plains

## Karakaliny - Cannington Station



Red Tailed Black Cockatoo

## Djarlgarra - Beckenham Station



Melaleuca / Paperbark

Mungyte Place - Coming together

Banksia Discovery Trail - Lifecycle of the Banksia

Puggle Playground - Echidna Playspace

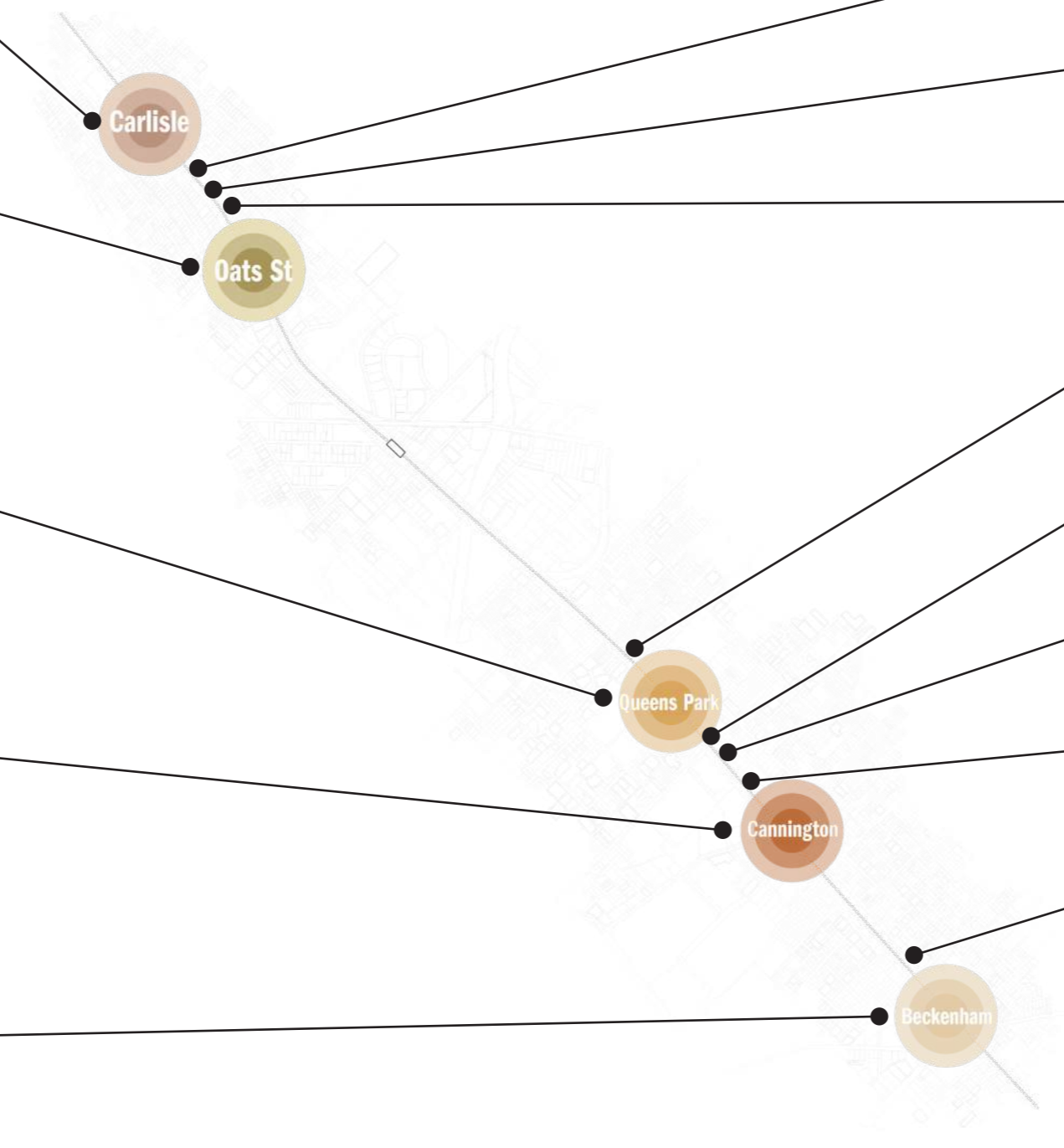
Sister Kate's Interpretive Space

Bobtail Lizard Playspace

Creekline Trail

Rail History Playspace

Wetland Interpretation Zone



# 9.4 INTERPRETATION - CARLISLE STATION

## DOJOORALUP - PLACE OF THE JARRAH

### Place of the Jarrah

The Noongar Place Name for Carlisle Station is Dojooralup which means "Place of the Jarrah". This name along with all other Noongar Station names along the rail line has been identified by the Metronet Noongar Reference Group (MNRG). The definition of this name is:

*"It comes from the Djooroo or jarrah and is the totem of the Djooral Kalla which is the clan group who governed the region. Djooralup the place of the djooral (jarrah)."*

Based on this Noongar name and the project narrative the Jarrah tree is to be the key interpretive element at this station.

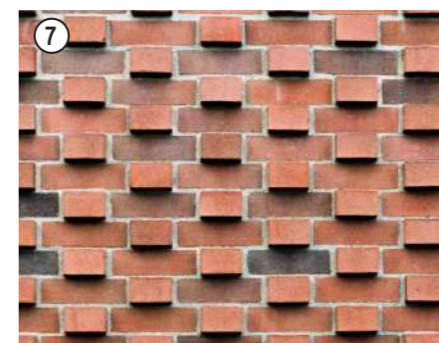
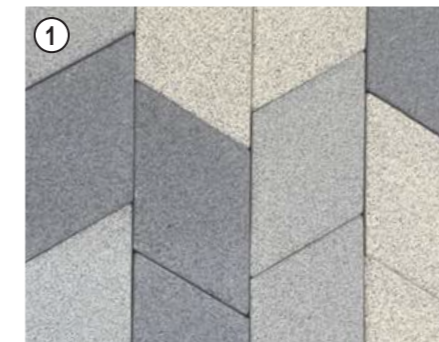
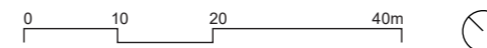
This cultural interpretation could be expressed via the following opportunities:

- Station colour palettes
- Art works opportunities
- Landscape integrated art and interpretive elements
- Viaduct pier painting
- Interpretive and educational signage

The adjacent plan and precedent images highlight opportunities that are currently being explored and developed in discussion with the Metronet Noongar Reference Group and local Traditional Owners.



- ① Paving aggregate colour to represent jarrah and reference the building brick and accent colours
- ② Interpretative signage
- ③ Sandblasting to concrete beams (Include Art Strategy)
- ④ Sandblasting to walls (Include Art Strategy)
- ⑤ Jarrah Tree planting
- ⑥ Endemic planting species that have warm reds in their flowering colour
- ⑦ Architectural materials inspired by Jarrah
- ⑧ Feature Colours Inspired by Jarrah



**Note:** There are several additional art opportunities that are not listed as part of this exercise - refer to the Art Strategy for further information.

# 9.5 INTERPRETATION - MUNGYTE PLACE

## COMING TOGETHER

### The Banksia Flower

Traditionally Noongar People used to come together during Mungyte (Banksia flower) eating season. This was during the season of Kambarang when families and clans would gather for celebration and communal hunting pursuits.

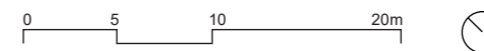
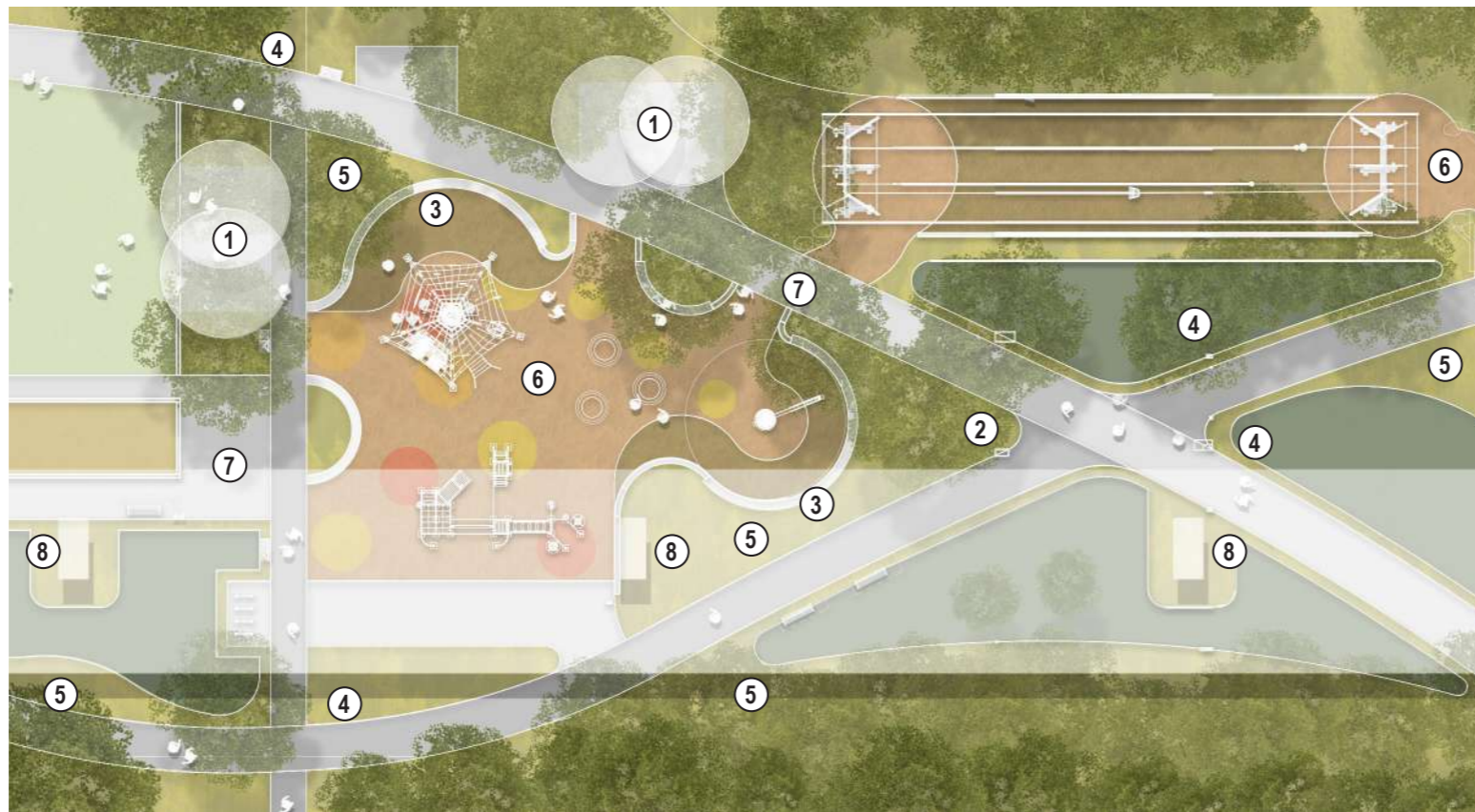
These spring gatherings included the mant or mandjar - the ritual exchange of cultural items and renewal of social and political alliances.

To represent these culturally important gatherings a community space has been developed to accommodate all ages and abilities and bring the wider community "together".

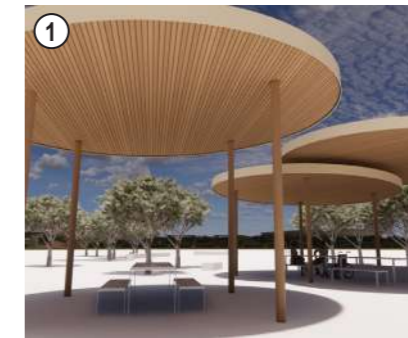
This cultural interpretation could be expressed via the following opportunities:

- Art works in surfaces such as walls, ground plains and park shade shelters.
- Colour within furniture and rubber softfall to represent the banksia flowers.
- Wayfinding and identity markers to celebrate place
- Viaduct pier painting
- Interpretive and educational signage

The adjacent plan and precedent images highlight these opportunities that are currently being explored and developed in discussion with the Metronet Noongar Reference Group and local Traditional Owners.



- ① Shade Shelter - Art work to surfaces (to be developed as part of the art strategy)
- ② Timber Sculpture - Banksia
- ③ Wall - Sandblasting to concrete walls (to be developed as part of the art strategy)
- ④ Totems - timber totems highlighting the colours of the Banksia flowers at key entrances
- ⑤ Mass planting of Banksia species to surrounding planting beds
- ⑥ Soft fall pattern - Banksia colours
- ⑦ Pattern in Concrete pavement (to be developed as part of the art strategy)
- ⑧ Pier Colours to support wayfinding



# 9.6 INTERPRETATION - BANKSIA DISCOVERY TRAIL

## LIFE CYCLE OF THE BANKSIA

### Life Cycle of the Banksia

To complement the theming and interpretation of Mungyte Place this play trail represents the life cycle of the Banksia.

The Banksia Discovery Trail incorporates for key nodes that each represent a life cycle moment:

- 1: Banksia flower
- 2: Banksia seed pod (closed)
- 3: Banksia seep pod (open after a fire)
- 4: Banksia seed

The interpretation of this life cycle could be expressed via the following opportunities:

- Interpretive play elements
- Wayfinding and identity markers to celebrate place
- Viaduct pier painting
- Interpretive and educational signage

The adjacent plan and precedent images highlight these opportunities that are currently being explored and developed in discussion with the Metronet Noongar Reference Group and local Traditional Owners.



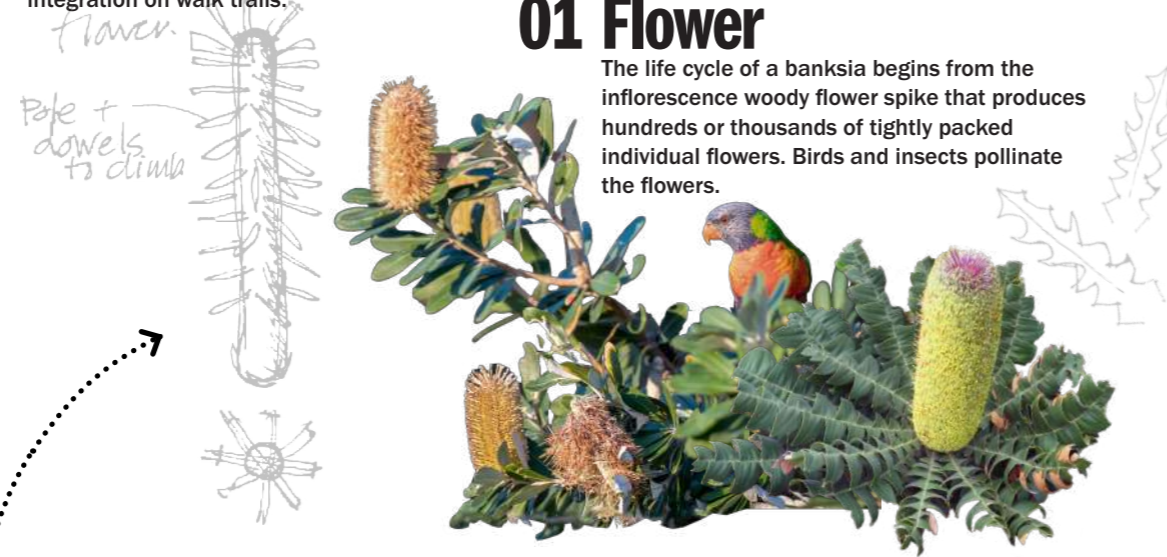
- ① Major Node 1 - Banksia flower created from painted and carved timber
- ② Major Node 2 - Banksia seed pod created from a salvaged tree trunk with fixed climbing holds
- ③ Major Node 3 - Banksia seed pods - fire release created from carved timber poles with a burnt finish
- ④ Major Node 4 - Banksia seed created from sculptural metal sheet formed to create a mega phone
- ⑤ Totems - timber totems highlighting the colours of the Banksia flowers at key entrances
- ⑥ Mass planting of Banksia species to surrounding planting beds
- ⑦ Pier Colours to support wayfinding



Banksia life-cycle and sketches of integration on walk trails.

## 01 Flower

The life cycle of a banksia begins from the inflorescence woody flower spike that produces hundreds or thousands of tightly packed individual flowers. Birds and insects pollinate the flowers.



## 02 Fruit

After pollination and as the flower ages it will dry and reveal the flower spike containing the fruit. A tough woody follicle that encases one or two small seeds.



## 04 Growth

Once planted in soil, a banksia will begin to grow. After 2 to 3 years it will start to flower to repeat the cycle again.



## 03 Germination

In the late spring and early summer, the follicles begin to dry as it prepares to split open to release their seeds. Most species of banksia follicles will only open after stimulated by fire. Once opened, the seeds are eaten by birds, spin as they fall to the ground, or taken by the wind.





# 9.7 INTERPRETATION - PUGGLE PLAYGROUND

## ECHIDNA PLAYSACE

### The Baby Echidna

The Echidna is the symbolic totem of the Beeloo People who were a clan of the Whadjuk People. An important Beeloo leader was Munde. An important Beeloo leader was Munde.

Oats Street Station has been named after Munde so this play space in close proximity references this important cultural figure through his animal totem.

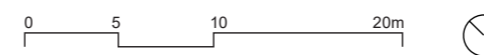
The baby Echidna is called a puggle and its life cycle is from egg, to pouch, to young, to adult. This life cycle will be explored through various opportunities:

- Sculptural play elements
- Wood carvings
- Pavement patternation (footprints)
- Viaduct pier painting
- Interpretive and educational signage

The adjacent plan and precedent images highlight these opportunities that are currently being explored and developed in discussion with the Metronet Noongar Reference Group and local Traditional Owners.



- ① Eggs (Stepping stone eggs) - symbolise the start of the life cycle
- ② Burrows (Storm Pipes) - symbolise the echidna's habitat in hollow logs
- ③ Wood carvings to timber elements - represent Echidna
- ④ Carved animal - Echidna
- ⑤ Pier colour - informs wayfinding along the corridor
- ⑥ Interpretive signage



# 9.8 INTERPRETATION - OATS STREET STATION

## OATS STREET PACKAGE (NORTH)

### Mundee Leader of the Beeloo People

The Noongar name for this station is Mundee.

*"Upon the arrival of the British in 1829, Mundee the Noongar leader governed the land of Beeloo as the tribal leader of the Djooral Kalla (Djeeral) clan. Mundee's Kalla or clan of 32 persons was identified. The Elders approved the use of Mundee to promote the heritage and history of the region and gives recognition to the Noongar leader of the Beeloo territory."*

As noted within the Puggle Playspace section the Echidna is an animal totem for the People of the Beeloo territory and is proposed to form part of the interpretation strategy at this Station.

Based on this Noongar name and the project narrative Mundee is to be the key interpretive element at this station.

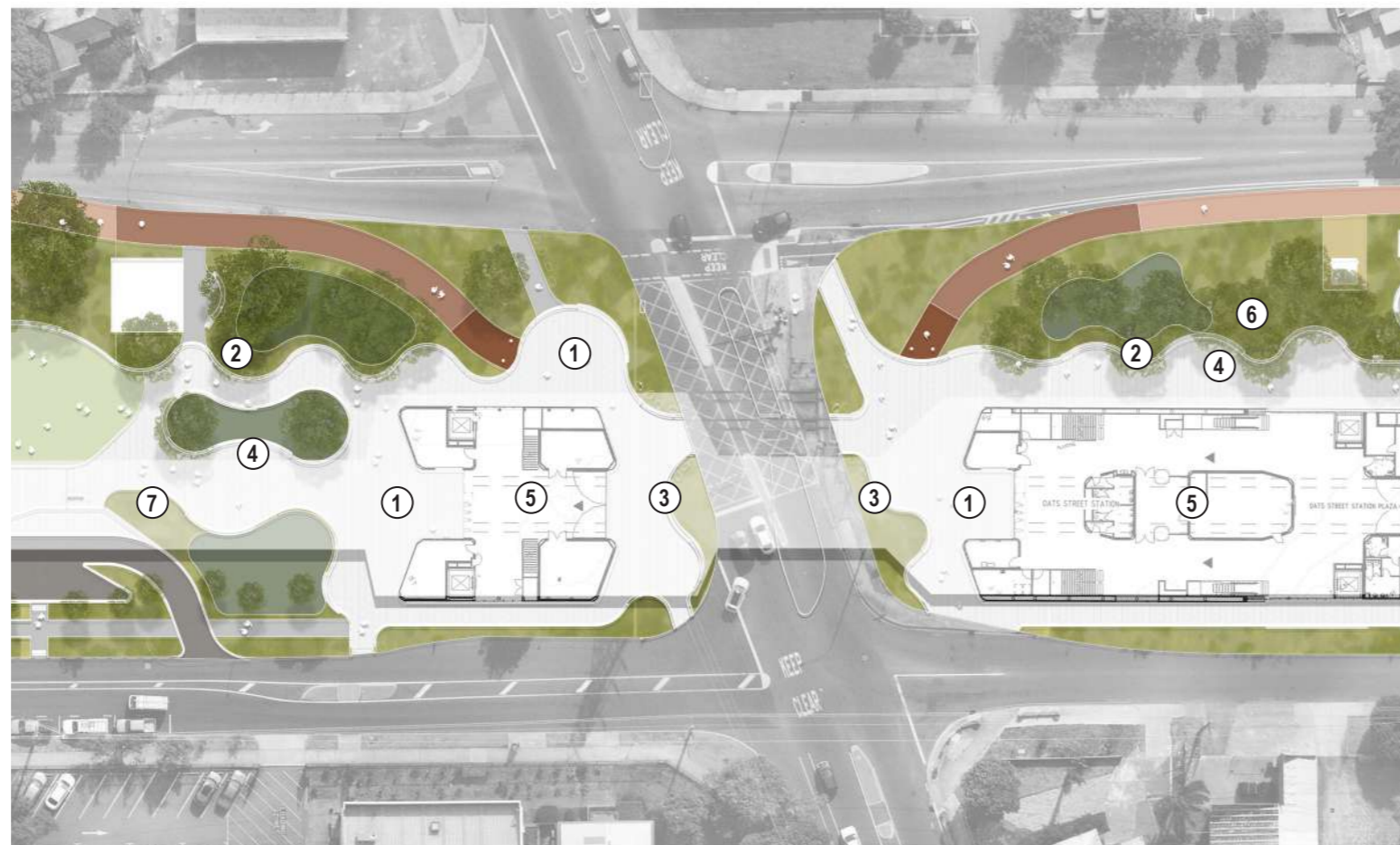
This cultural interpretation could be expressed via the following opportunities:

- Station colour palettes
- Art works opportunities
- Landscape integrated art and interpretive elements
- Viaduct pier painting
- Interpretive and educational signage

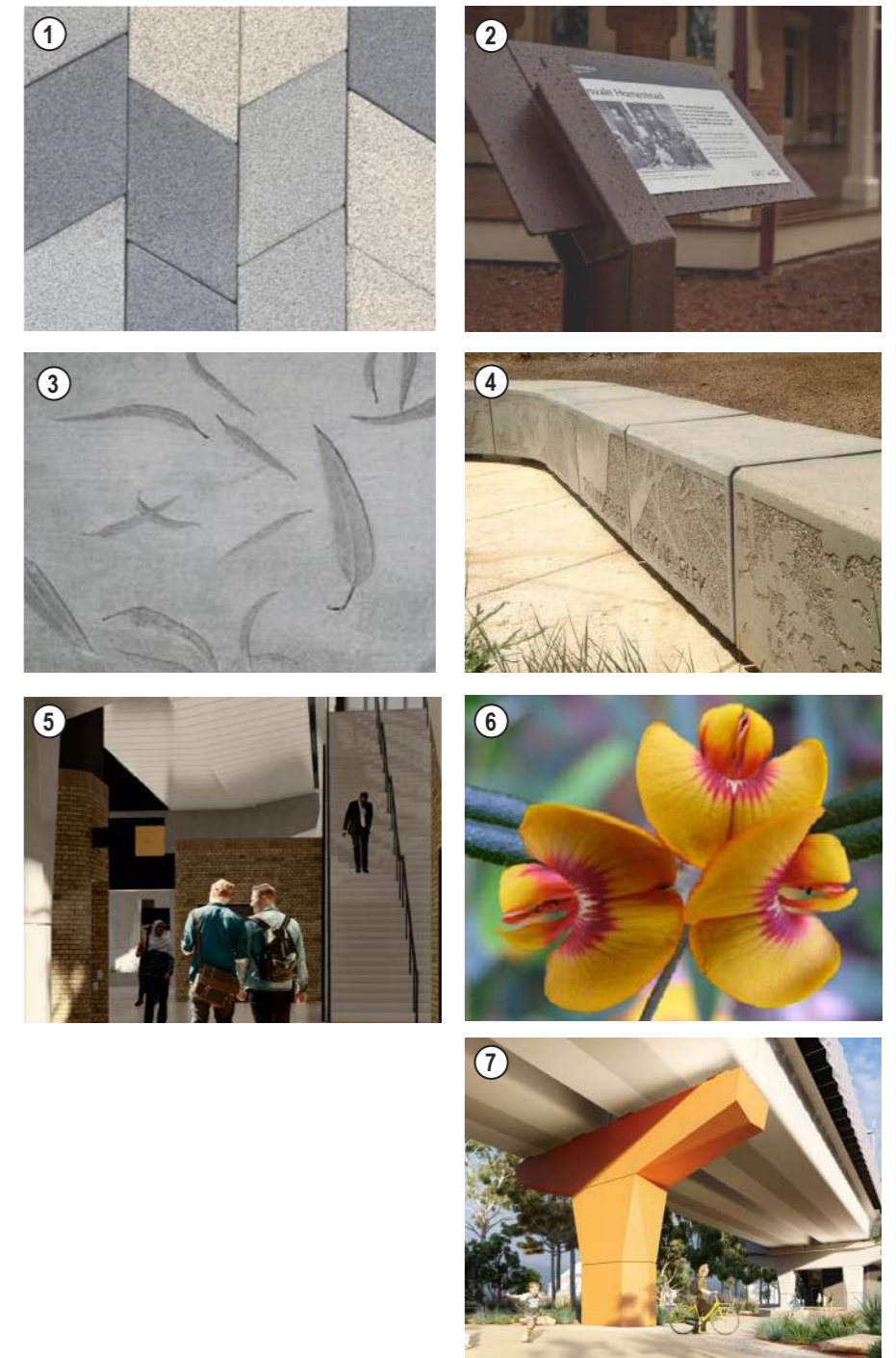
An Art Strategy and curatorial framework is still under development and will include opportunities for Noongar artists to represent Mundee at this location.

The adjacent plan and precedent images highlight these opportunities that are currently being explored and developed in discussion with the Metronet Noongar Reference Group and local Traditional Owners.

**Note:** There are several additional art opportunities that are not listed as part of this exercise - refer to the Art Strategy for further information.



- ① Paving aggregate reference the building brick and accent colours
- ② Interpretive signage
- ③ Sandblasting to concrete beams (to be developed as part of the Art Strategy)
- ④ Sandblasting to walls (to be developed as part of the Art Strategy)
- ⑤ Feature Colours Inspired by the Echidna
- ⑥ Feature planting colour palette
- ⑦ Pier colours



# 9.9 MATERIALS STRATEGY

## HARDSCAPE PALETTE

Subject to refinement with LGA

### Hardscape Palette

The paving palette has been developed to reinforce the Final Place Plans framework of Collective, Connected and Specific.

This will be further refined in collaboration with the Town of Victoria Park (ToVP) and to align with the cultural and interpretive narrative.

The final selection and design of the hardscape will be based on the following principles:

- The materiality of the precinct environs should reinforce the overall urban design character and complement the station materials and design.
- The palette should create a unified approach of materiality, colours and textures that respond to location and function.
- Pavements should reinforce wayfinding and hierarchy, prioritising pedestrians where appropriate.
- All paving should be robust and easy to maintain.
- Any maintenance access areas should be trafficable as per requirements of the stakeholders.
- Provide 'premium' pavements in primary locations such as station forecourts and plazas.
- Provide 'high quality' pavements in high profile locations such as bus hubs, activation nodes and key pedestrian movement paths.
- Provide 'standard' pavements to secondary spaces such as car parks and streetscapes.
- Provide 'simple' pavements to extensive parkland areas and cross connectors which lie between neighbourhood centres.

This page highlights the proposed range of pavements that will be reviewed and developed with the ToVP.

### Material Interpretation & Features:



#### Paving Format:

The plaza paving will be laid in a faceted pattern - directly relating to the station and rail architectural language.

This is purposely juxtaposed to the organic forms of the parkland spaces as they weave through the plazas.

#### Stations in a Park:

The paving will be laid east-west across the corridor reinforcing the sense of "crossing" the plaza as the park sweeps round and through.

### Site-wide Park Materiality



Station Plaza



Recreational Path



Secondary Paths



PSP - Asphalt



Compacted Gravel



Paving Joints



Art & Interpretation



#### Paving Selections

Pavement design will be used to create hierarchy of spaces, reinforcing dwell spaces, wayfinding and identity.

#### Interpretation and Wayfinding

Opportunities for interpretation will be explored within the pavements and be included within the Art Strategy.

# FLOOR FINISHES

Subject to refinement with LGA



## Premium Paving Type 1

Three types of engineered exposed aggregate concrete paving unit. Rhomboid 450x225x60mm. Suitable for heavy vehicles (DFES and Façade maintenance vehicles as a minimum).



## Premium Paving

Insitu concrete pavement. Exposed aggregate concrete (Medium Exposure) finish. Colour and mix to be confirmed with ToVP.



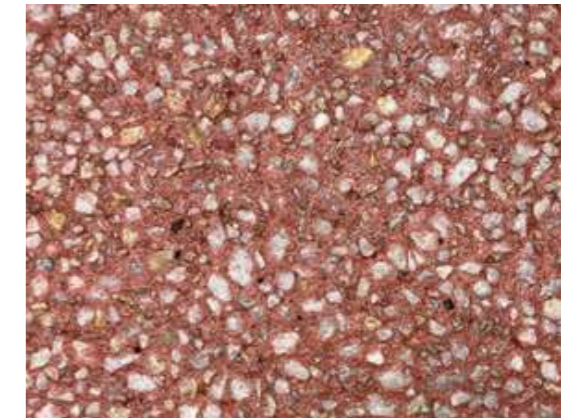
## Compacted Gravel

Stabilised Granitic Gravel. Mukinbudin 'Summerstone' Fines. Suitable for pedestrian traffic, light vehicle traffic and around new trees.



## Shared Path

Principal shared path surface - Red Asphalt with line markings.



## Shared Path (Approach)

Shared path surface at Station Approach - Concrete. Exposed aggregate concrete (Medium Exposure).



## Shared Path (Warning)

Principal shared path surface (Station Warning)



## Hardcourt Surface

Patterned Plexipave surface. Asphalt or concrete with Plexipave surface finish. Suitable for heavy vehicles. This is an applied finish to a standard black asphalt surface.



## Rubber Softfall

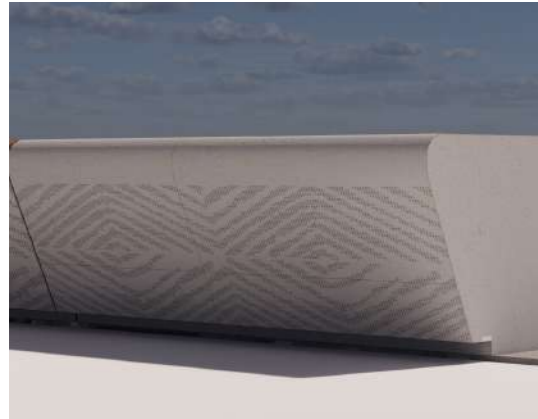
Coloured Rubber Softfall. EPDM Coloured Softfall Rubber - UV Stabilised via high polymer content and aliphatic binder (to manufacturer's specification). Allow for single and mixed colours.



## Playground Mulch

Playground Organic Mulch. Jarrah wood chip to meet AS4422 and AS4685. Max 30mm diameter.

## LANDSCAPE STREET FURNITURE & FIXTURES Subject to refinement with LGA



### Concrete Seating Wall

Precast Concrete Feature Seating Wall. Feature concrete with high quality finish, and lighting. Station Forecourts.

Pattern to be included as part of the Art Strategy



### Concrete Plinth Seating Wall with batten top

Seating wall with batten top surface. Concrete plinth. Frame: Stainless Steel 304. Battens: Aluminium Wood-grain.



### Stainless Steel Bicycle Racks

Stainless Steel Bicycle Racks. Cora - CBR1 B 316 stainless steel with electro-polish finish. Sizing :800Hx850W



### Precinct Drinking Fountain

Drink Fountain with refill station. Urbanff - Apollo 280, with longer basin (AS1428 compliance), Tap & dog bowl. Stainless steel tray, nozzle, push buttons.



### Standard PTA Stainless Steel Bin

Perforated stainless steel bins, slot pattern stainless steel finish. Sub-surface fixing, installation as per manufacturer's recommendations.



### Precinct Dual Bin Enclosure

Recycling bin and Rubbish bin. Painted Steel.



### Bollard Type 1 – Fixed

Stainless steel. Proprietary stainless steel bollard. Leda Security 150NB stainless steel bollard – SSP150FP68B. Permanent in-ground marine grade 316 stainless steel bollards. 900H at nom 1250 centres.



### Bollard Type 2 – Retractable

Stainless steel. Proprietary stainless steel bollard. Leda Security 150NB stainless steel bollard – SSP150RSC.



### Bollard Type 3 – Parkland

Bollard Type C – Parkland. Recycled Plastic. Replast 145mm Bollard. Profile: Pyramid Top.



### Seat

Seat. Frame: Stainless Steel 304. Battens: Aluminium wood-grain. Name: "Linea Seat".

## LANDSCAPE STREET FURNITURE & FIXTURES Subject to refinement with LGA



### BBQ

Double All Access Electric Barbecue. Stainless steel. A Series – A2-E - Christie



### Bench

Bench. Frame: Stainless Steel 304. Batters: Aluminium wood-grain.



### Table Setting

Table Setting. Frame: Stainless Steel 304. Batters: Aluminium wood-grain



### Concrete Mounted Bench

Plinth Fixed. Frame: Stainless Steel 304 Batters: Aluminium wood-grain.



### Shade Shelter – Type A

Customised shade and wet weather picnic shelter.



### Shade Shelter – Type B

Customised shade and wet weather picnic shelter.

**NOTE:**  
Shade Shelters currently under development in collaboration with the Design Working Group and the LGA. The further development will align with the general intent of the concept image below and will achieve an appropriate high level of detailing and design quality.

# 9.10 PARK SHELTERS

## Linear Park Shelters


The park shelters are an opportunity to interpret the cultural narrative.

Each location has been assessed for:

- Optimal location
- Pleasant micro-climate
- Distinct materials

## Location

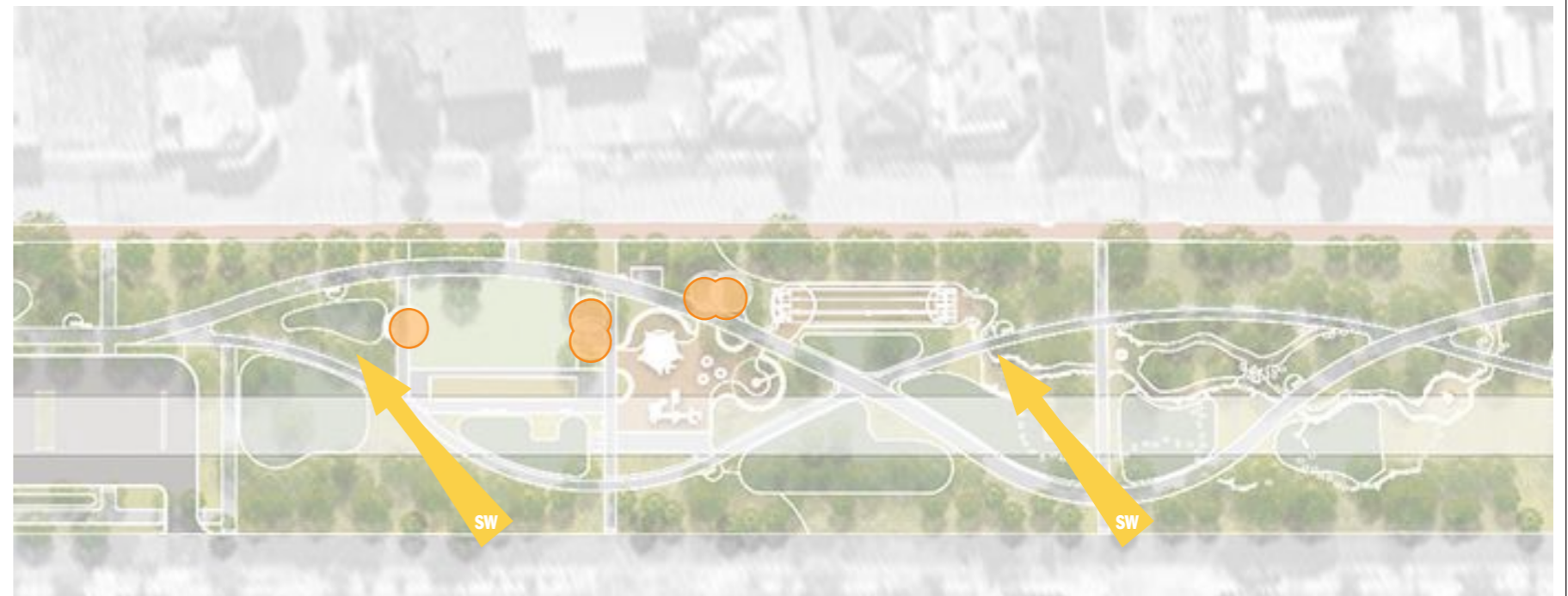
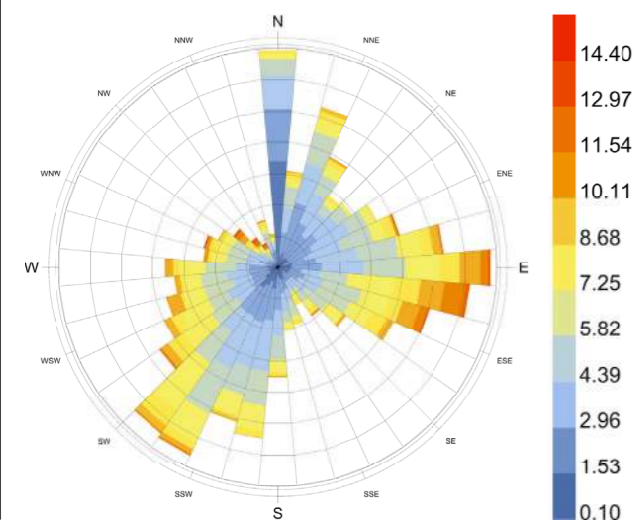
### Identity: Oats Street Station

-  Single Shade Shelter
-  Double Shade Shelter

## Wind

For pedestrians sitting or standing for a short period of time, the maximum comfortable wind speed is 6m<sup>2</sup>/s.

The majority of the wind is from the South West direction (99%) within comfortable speeds.



# Materials

The selection of materials and colours will reflect the distinct sense of place and identify that has been established for each station precinct.

This colouration subtly yet instinctively supports wayfinding. The colours enable each station precinct to establish a uniqueness within a cohesive whole.

Opportunities for integrated art will be explored through the Art Strategy.

**NOTE:**

Shade Shelters currently under development in collaboration with the Design Working Group and the LGA. The further development will align with the general intent of the concept image below and will achieve an appropriate high level of detailing and design quality.



## Carlisle

Red



## Oats St

Cream



## Queens Park

Copper



## Cannington

Patinated Copper



## Beckenham

Champagne





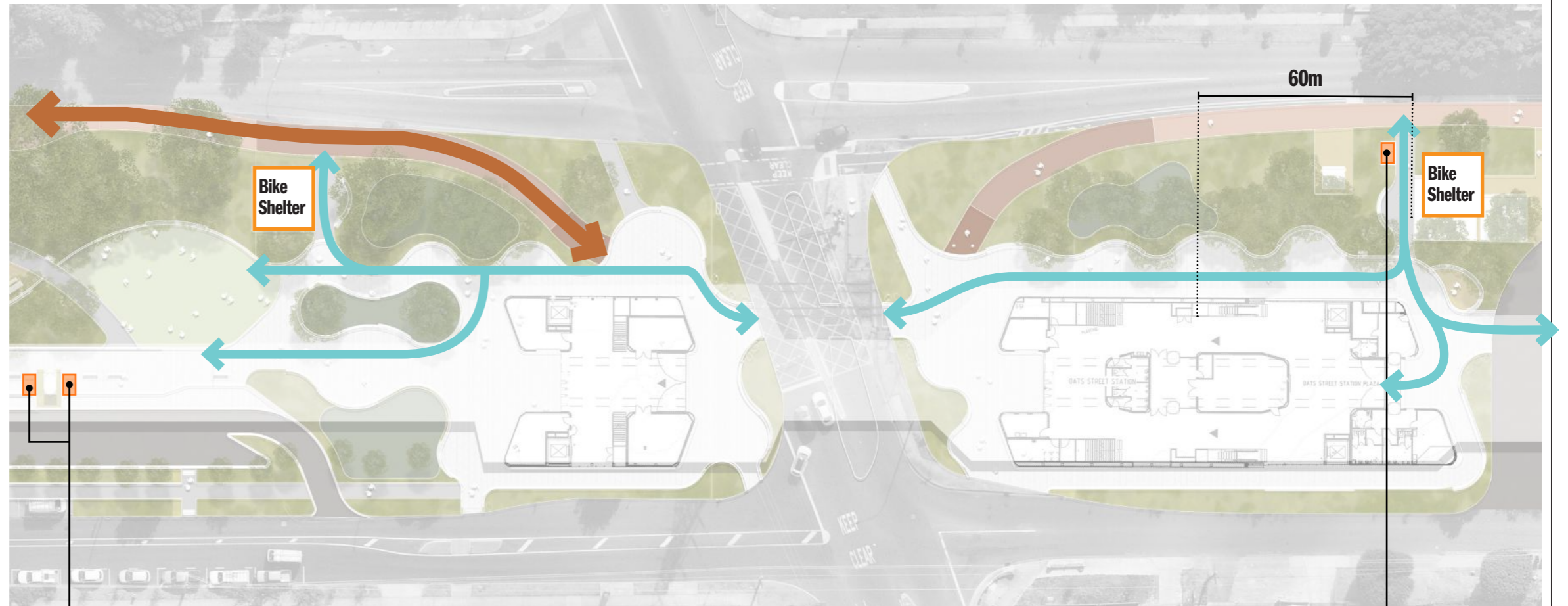
# 9.11 BIKE SHELTERS

## OATS STREET STATION

**Number of Bike Parking:**  
**108**

**Number of Bike Parking on Precinct:**  
**12**

**Number of Bike Parking needed in Bike Shelter:**  
**96**



**Bike racks**  
**8 bikes**

**Bike racks**  
**4 bikes**

Bike parking is unique at Oats Street Station as it will not be included in the station building. This allows the opportunity for modular parking facilities within the station precinct.

- Bike Racks
- Primary Shared Path
- Shared Zones and Parkland Paths

# BIKE SHELTERS

## OATS STREET STATION

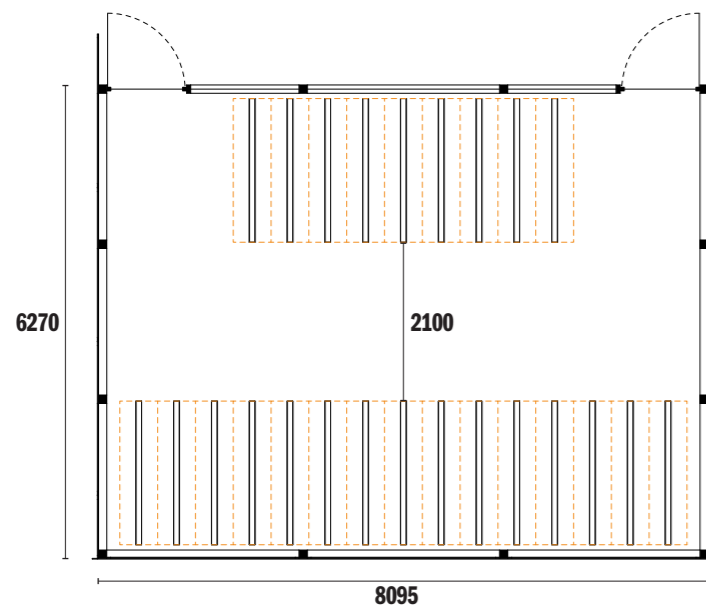
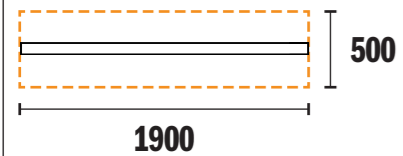
### Two Shelters

### Double Height Bike Racks

### Bicycle Envelopes

#### Double Height Bike Rack

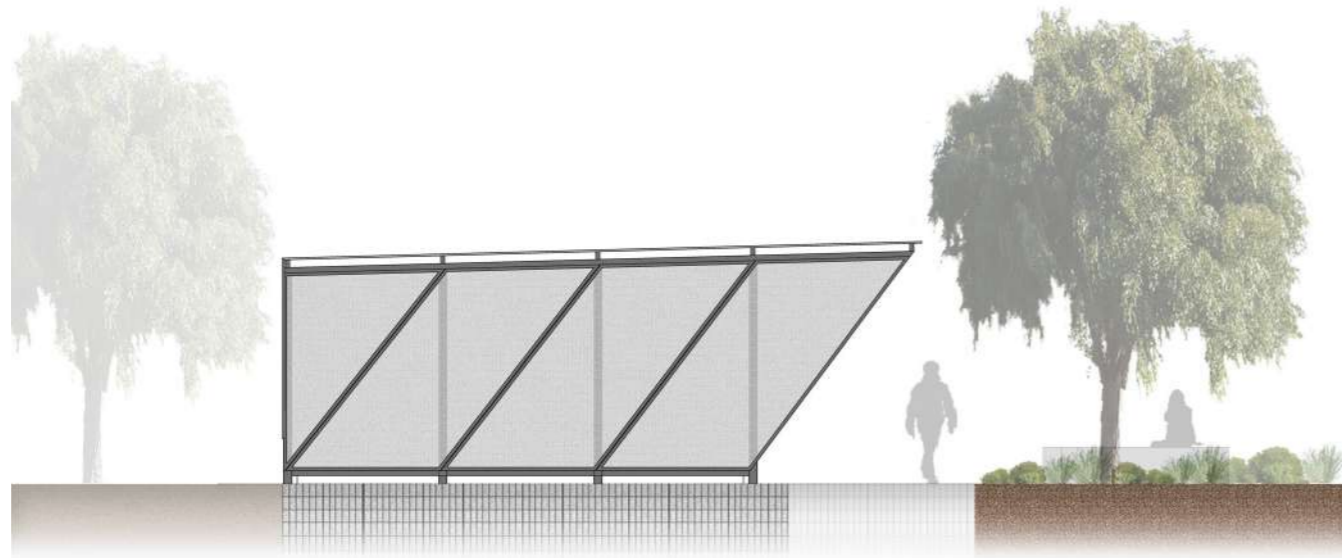
48 Bikes



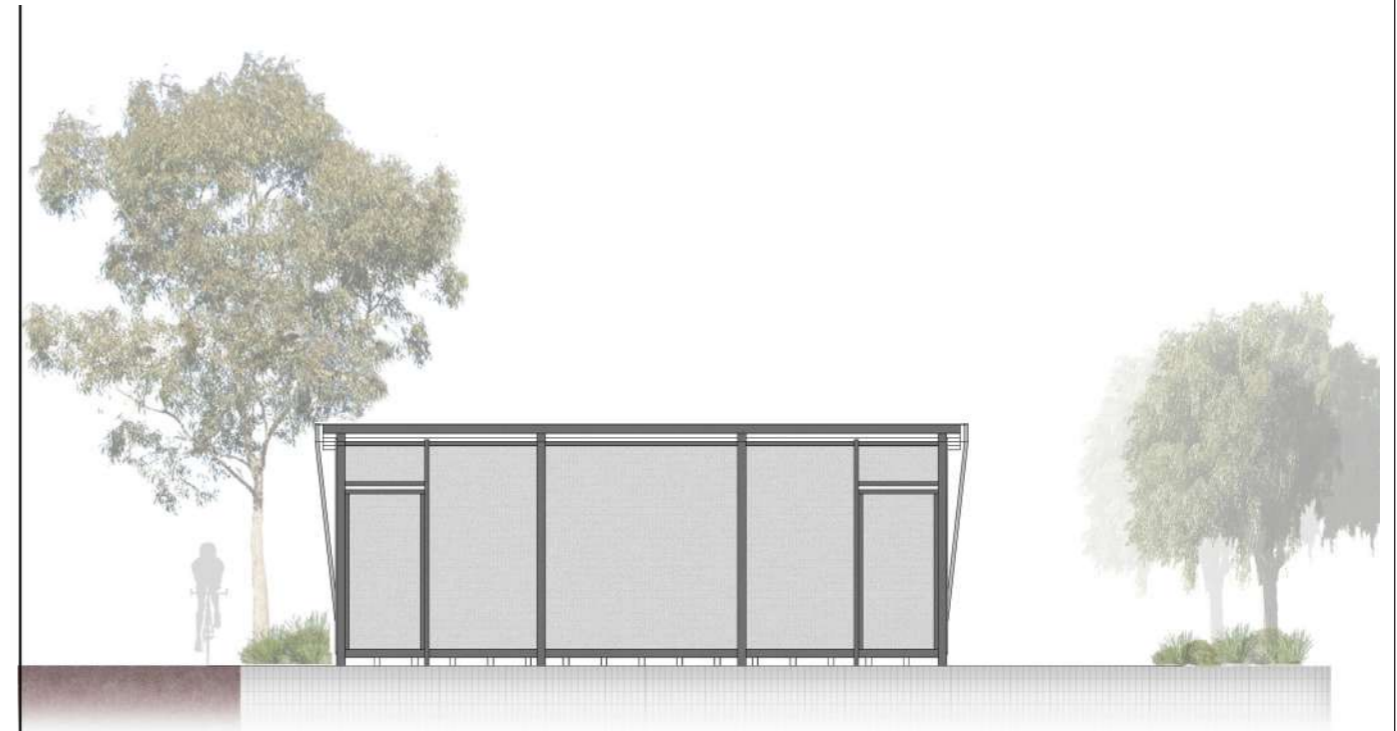
Plan



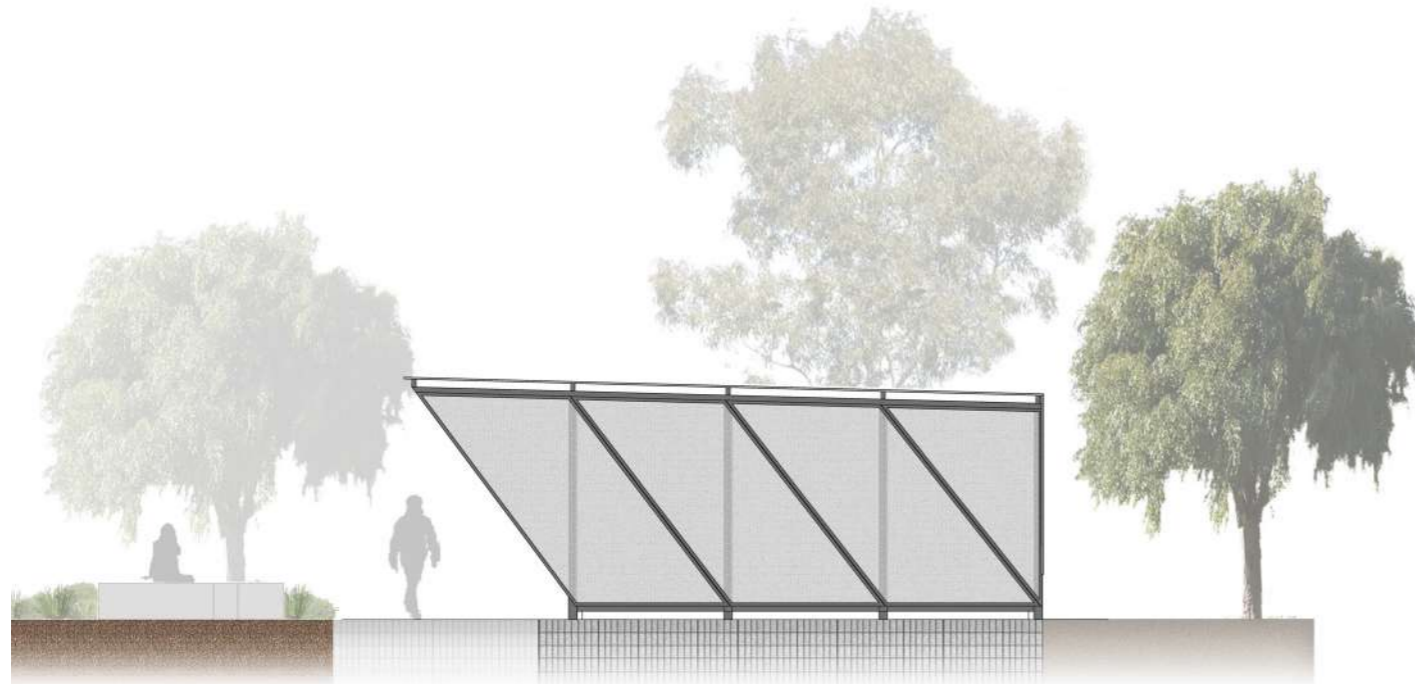
# Elevations



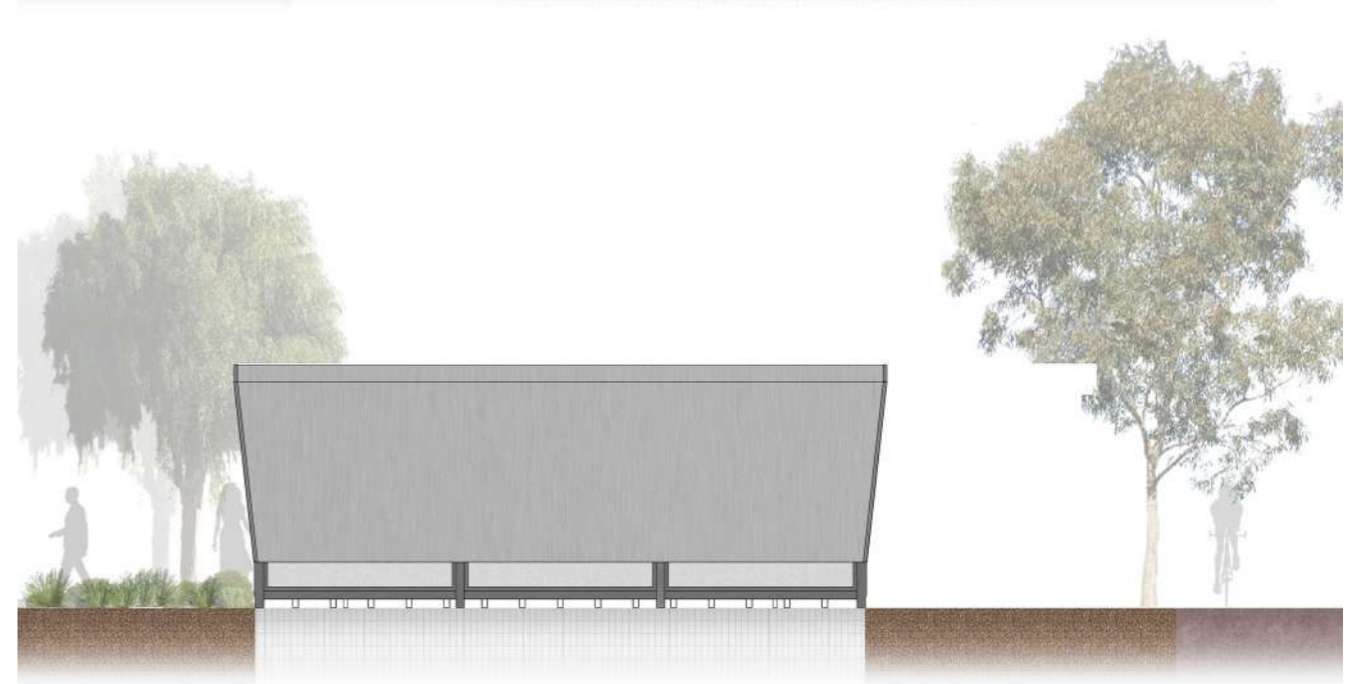
Elevation West



Elevation South



Elevation East

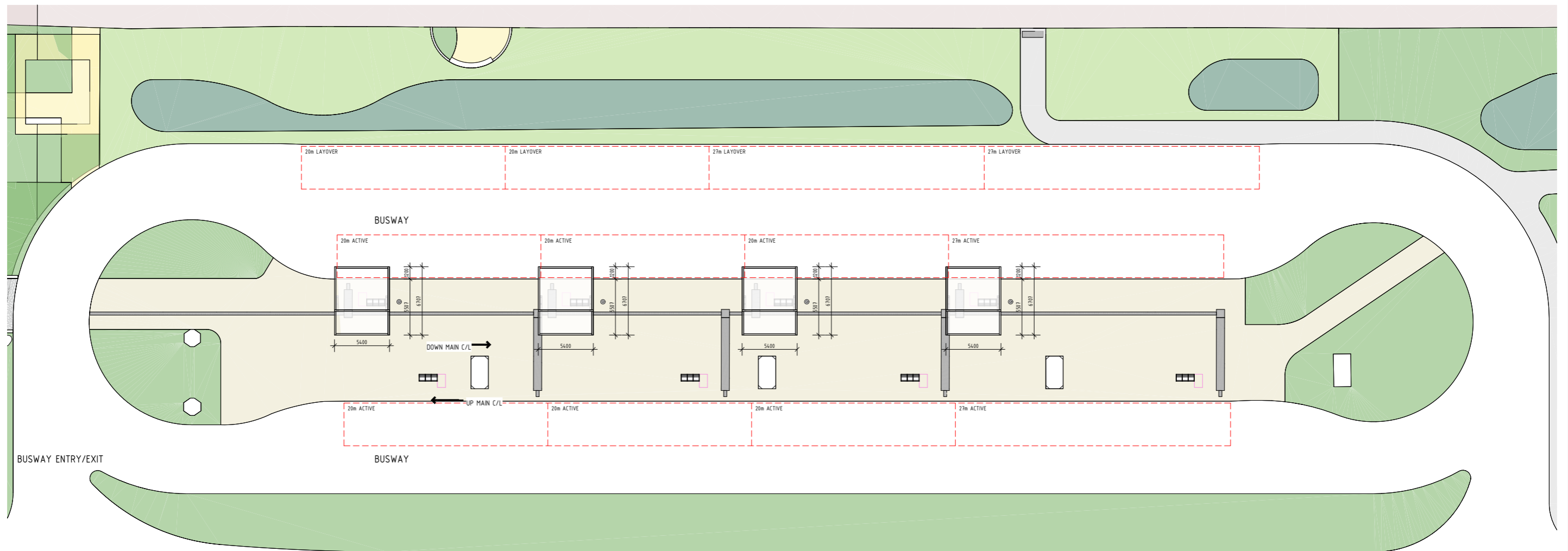


Elevation North



# 9.12 BUS SHELTERS

## OATS STREET STATION



Bus Shelters currently under development in collaboration with the Design Working Group and the PTA. The further development will align with the general intent of the concept image below and will achieve an appropriate high level of detailing and design quality.



# 10 MOVEMENT

# 10.1 MOVEMENT STRATEGY

## Circulation and Access

The majority of existing Principle Shared Path (PSP) adjacent to Rutland Street is retained to allow separation of commuter cyclists and other recreational users. Vegetated buffers and alignment on the eastern edge of the corridor minimizes conflict points.

Entries to commuter car parks, and bus interchanges are therefore located on the western side of the corridor (Banks Street), again to minimize conflict points between cars and cyclists. This arrangement is supported by the pedestrian access report, traffic assessment, universal access report and community engagement feedback.

The recreational shared paths form a network of connecting routes forming "Neighbourhood Loops" along the length of the corridor. These loops allow flexibility on how far a user can walk and allow multiple versions of the same journey.

A large majority of benchmark linear parks reviewed had single paths meaning people would walk the same path in both directions. These neighbourhood loops allow you to walk a different path each time.

This recreational path network is created using a variety of path types to facilitate different users and create a hierarchy of movement.

### Hierarchy:

1. PSP - refer next page.

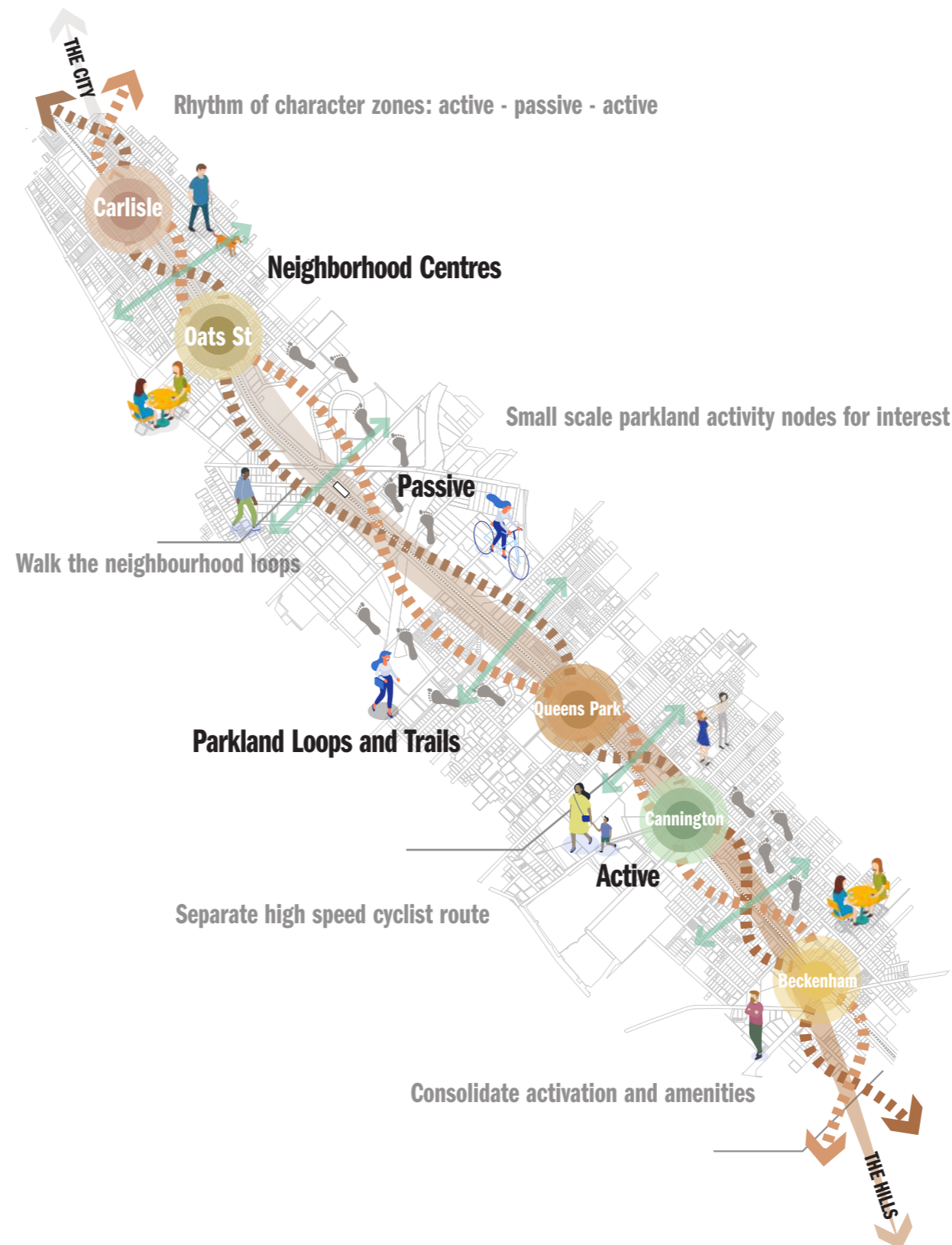
2. Recreational Shared Path (RSP) - this is a 3m wide shared path that weaves through the corridor creating the primary route along the park lengths.

3. Secondary Shared Path - this is a 2.2m wide shared path that creates an alternative route and loops through the parkland key spaces.

4. Informal paths - these are playful trails created using a variety of surfaces or stepping stones that links between paths and key locations.

The circulation strategy has been developed based on the following principles:

- Equitable access and movement paths are prioritised throughout the corridor, particularly around the station plaza's and between adjacent car parks and bus hubs.
- All primary paths from car parks and bus hubs are sheltered by the viaduct (where possible).
- Fast cyclists and pedestrian conflicts are mitigated through separate path networks.
- Park and station plaza paths link to the surrounding street path networks and desire lines.
- A path crosses the corridor to link adjacent perpendicular streets.
- All shrub and understorey planting within 3m of paths are low to avoid sight-line issues and promote passive surveillance.
- Wayfinding and identity is informed through materiality and path hierarchy.
- Planting areas within forecourts directing pedestrians to station entrances.
- Paths are designed to enhance user experience including PSP - refer materiality sections.
- All paths have flush interfaces between surfaces allowing for universal access and overland drainage.
- Both bike shelters and undercover external bike hoops are provided in proximity to the station entrances.
- Rest points are provided along all recreational paths.
- Shade and amenity from trees and the viaduct will reduce heat load and improve comfort.



RECREATIONAL WALKING



RECREATIONAL CYCLING



COMMUTER CYCLING



UNIVERSALLY ACCESSIBLE



JOGGING / RUNNING



ALL WHEELS NOT JUST BIKES



# 10.2 PSP CROSSING STRATEGY

## PSP Strategy

The primary shared path (PSP) which runs the length of the project corridor will be separate to the recreational shared path (RSP) network.

The PSP will be retained in place where possible and new stretches will be aligned along the edge of the project corridor.

This will allow faster cyclists (particularly commuters) a safe, direct path along the edge of the transport corridor. Slower recreational cyclists and pedestrians will be focused on the path network within the corridor centre.

This separation of the PSP and RSP networks will attempt to reinforce a strategy of faster speeds to transport corridors and slower speeds to recreational corridors.

This strategy will reduce pedestrian and cyclist conflict and improve safety via the following principles:

- Separate PSP and RSP network where possible.
- Control and consolidate conflict locations (crossing points).
- Clearly defined and delineated PSP and Pedestrian areas through pavement materiality, colour and signage.
- Introduce good sight-lines and refuge for pedestrians to crossing points.
- Provide refuge locations for pedestrians at bus stop locations.
- Control shared plaza spaces with negotiated and directed PSP traffic.
- Consider the requirements and controls of E-Scooters throughout the park via signage and additional pavement markings.

## SPEED REDUCTION



## SAFETY MARKING



## PHYSICAL SEPARATION



## CONTROL CROSSING POINTS THROUGH PLANTING



## PROVIDE PEDESTRIAN REFUGE



## HIGHLIGHT CONFLICT ZONES



## SLOW CYCLIST AT X-INGS VIA RIGHT ANGLE TURNS



Key speed controls of the design:

Incremental speed reduction through path geometry - 30, 20, 10km/hr curves

Bring speed to 10km/hr before all crossings and plaza entries

Materiality (visual/tactile) -

Linemarking - Civil to advise / update. Suggest some non-standard

Signage (path/free-standing) - civil to advise/update

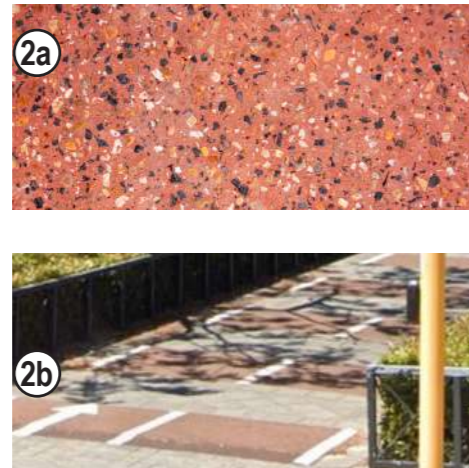
**Surfaces:**

① Plaza Paving



Unit paving to denote low pedestrian priority environment  
(10km/hr Cycle)

② Feature Surface



100m feature surface to slow traffic  
(40 to 20km/hr)

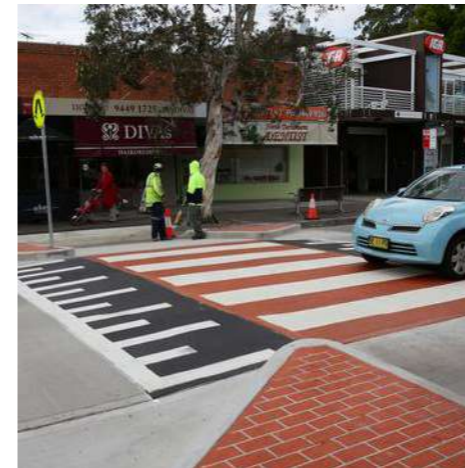
10m Transition treatment at plaza entrance  
(20km/hr to 10km/hr)

③ Asphalt PSP



Existing or Proposed PSP  
(40km/hr)

④ Road Crossing



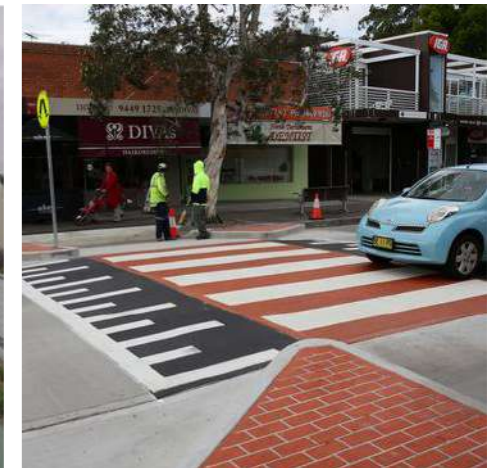
Treatments vary:  
Signalised  
Wombat  
Paved

⑤ Applied Finish



Painted finish applied to existing or proposed asphalt

⑥ Road Crossing - Wombat



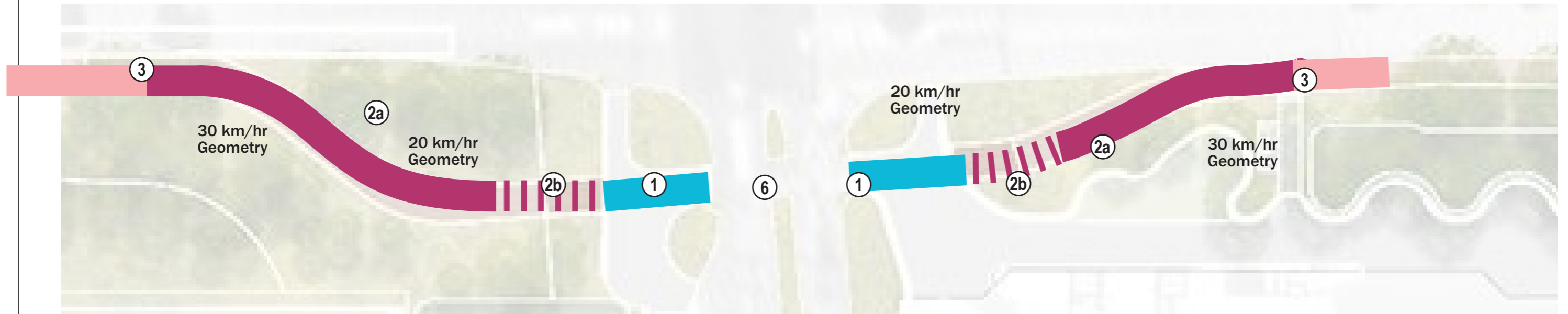
⑦ Road Crossing - Signalised



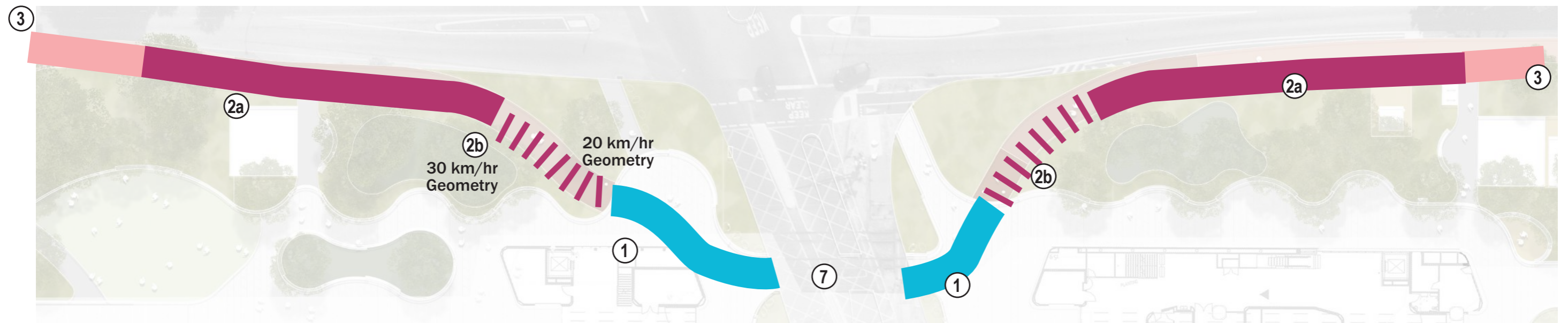
⑧ Applied Finish



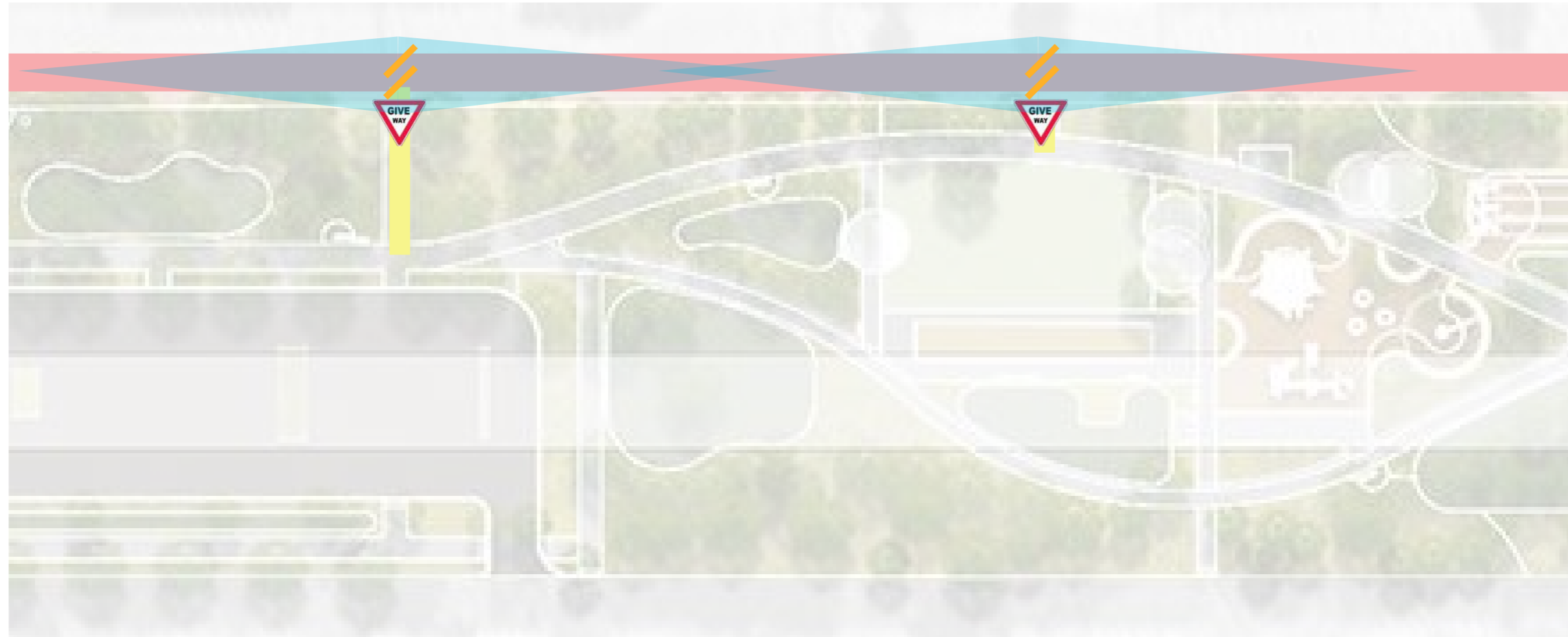
## ARCHER MINT STREET CROSSING



## OATS STREET CROSSING



# CROSS CORRIDOR CONNECTOR PATHS



Asphalt PSP



Warning stripes at crossing



Pedestrian give way linemarking



Approach signage (civil)

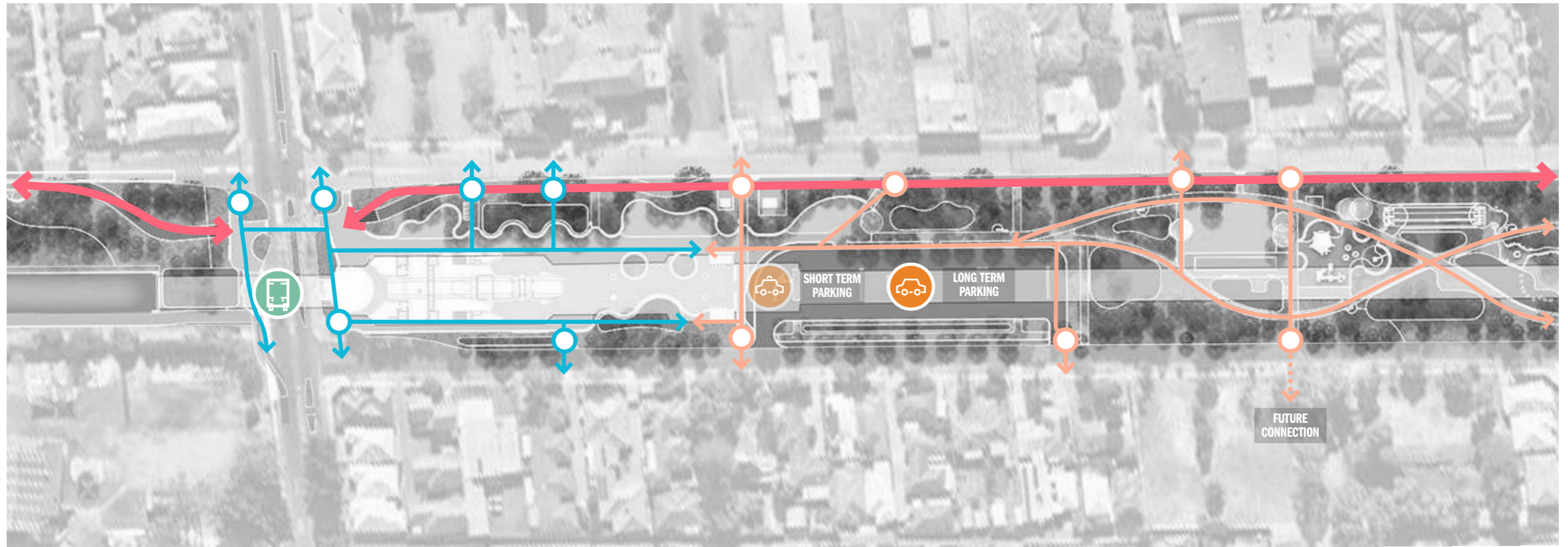










Align cross connectors with existing pram ramps

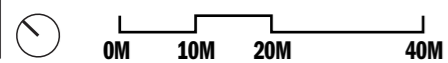


# 10.3 SPECIFIC ACCESS PLANS

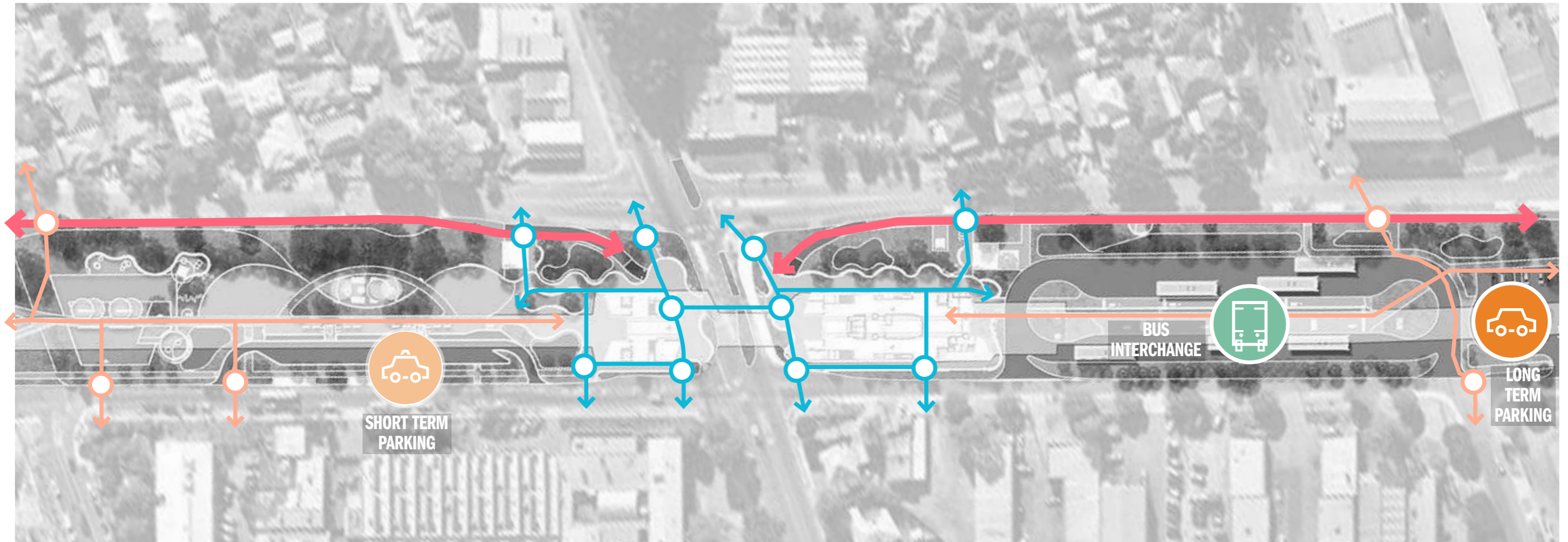
## CARLISLE STATION



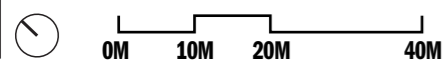
-  PSP
-  Pedestrian Path
-  Plaza Connectors
-  Short-term Car Parking
-  Long-term Car Parking
-  Bus Interchange / Stop
-  Pedestrian Path Entry Points
-  Plaza Entry Points



# OATS STREET STATION



- ↔ PSP
- ↔ Pedestrian Path
- ↔ Plaza Connectors
- Pedestrian Path Entry Points
- Plaza Entry Points
- 🚗 Short-term Car Parking
- 🚗 Long-term Car Parking
- 🚌 Bus Interchange



# 10.4 SECURITY & CPTED STRATEGY

## CPTED

Crime Prevention Through Environmental Design (CPTED) is central to all design decisions. Primarily people need to feel safe to support the use of the stations and public realm.

The project aspires towards design excellence - celebrating local culture, encouraging pride and a sense of community.

Activation is encouraged through provision of numerous amenities in addition to the train stations - playgrounds, youth plazas, event spaces, recreation equipment etc.

Wayfinding is intuitive as well as signed, with paths, entries, + exits all visually obvious for all site users.

A full suite of PTA and wayfinding signage is under development to provide clear direction around site.

Multiple pathways are provided through out the corridor to provide options to change route or direction easily if needed.

An effective lighting design provides a safe, visible environment after dark. Refer to lighting strategy (10.5) for more detail.

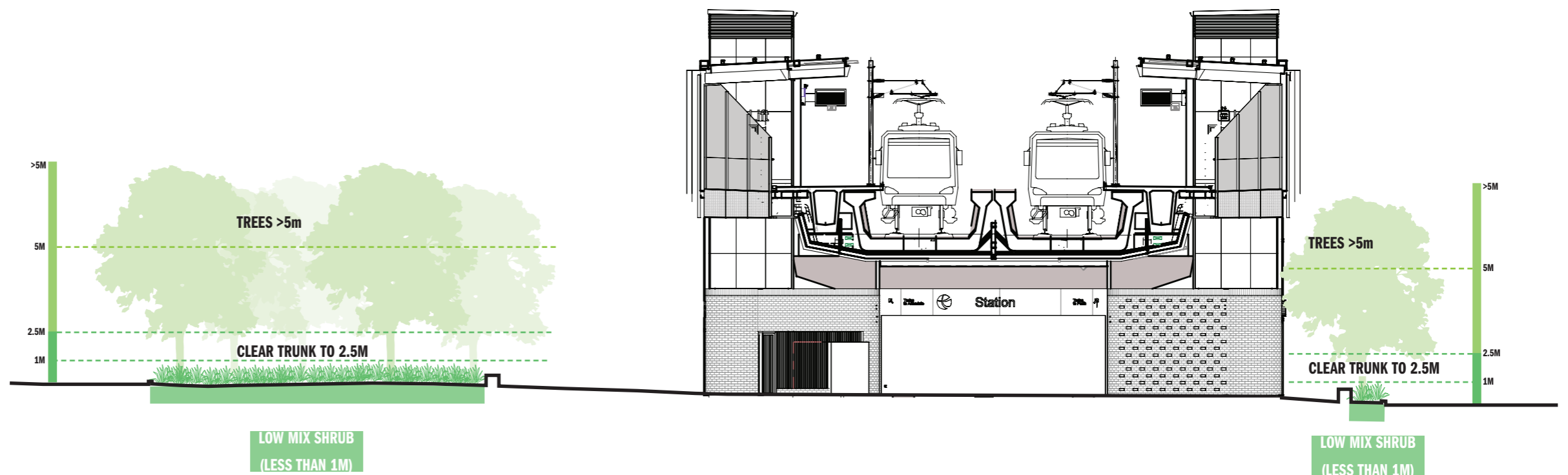
Low plant species mixes, clear tree trunks and carefully placed infrastructure (transformers, pumps etc) all clear site lines throughout the corridor.

Fencing is avoided although when necessary, are low and visually permeable.

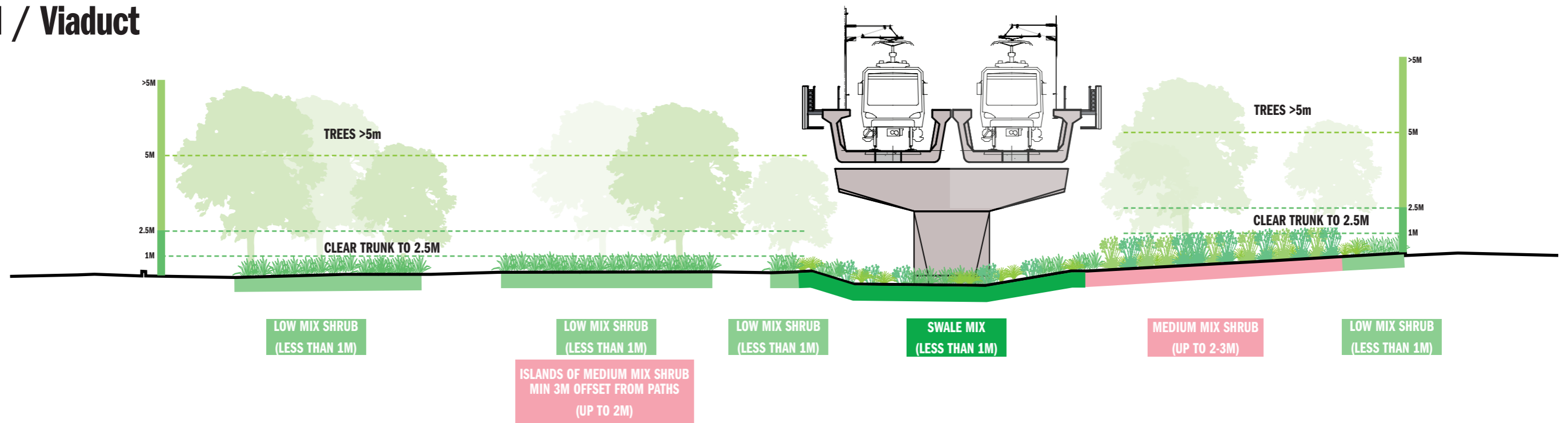
Access is restricted to the at-grade section of corridor through cyclone fencing or noise walls screened by tall planting where possible. Any tall species will be avoided within 3m of pedestrian or cycle paths.

Maintenance of the parkland and plazas is to create a 'cared for' image. Graffiti or vandalism is to be attended to quickly. Materials are chosen to minimize opportunity for vandalism and enable easy removal.

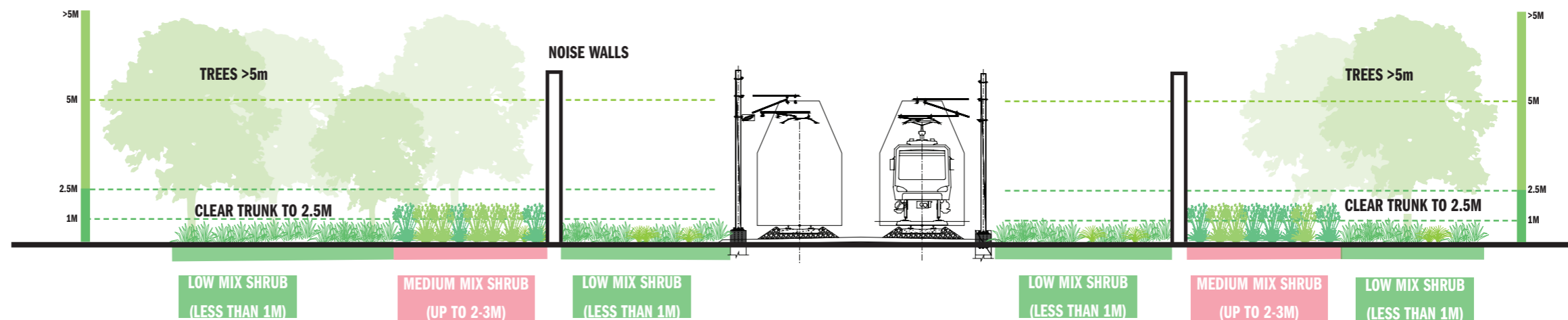
## Station Plazas



## Parkland / Viaduct



## Rail at-grade / Re-veg areas





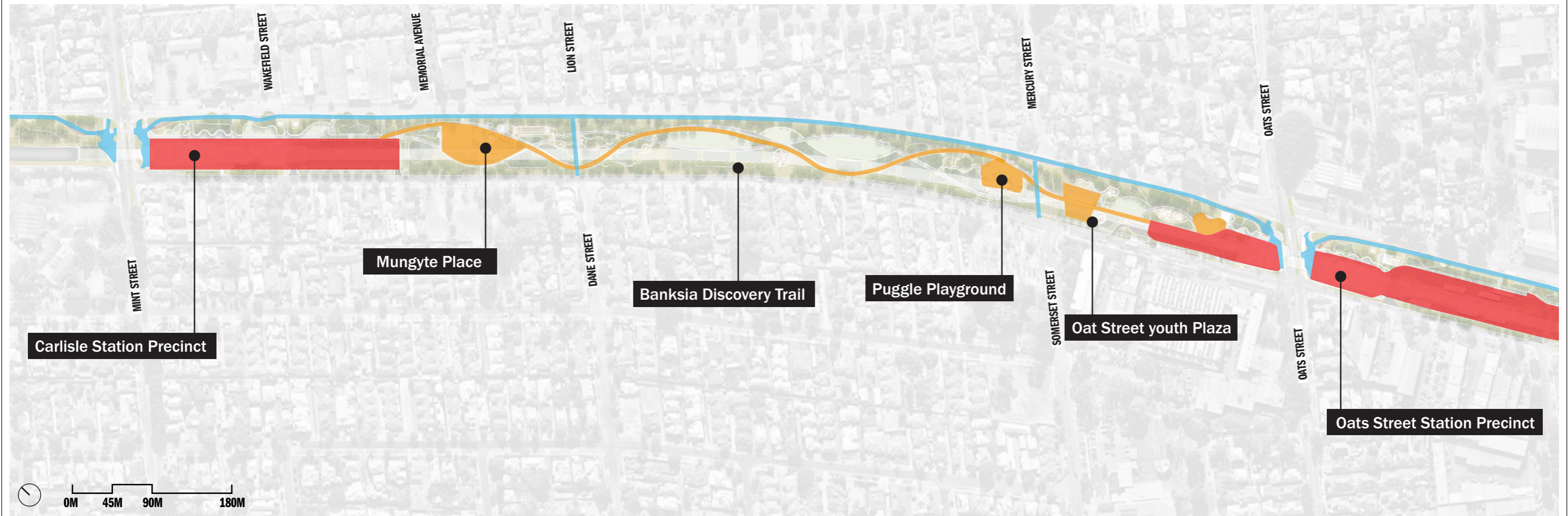
# 10.5 LIGHTING STRATEGY

Lighting plays an important role in enhancing the sense of safety. Good lighting design can assist in reducing antisocial behaviour, improved visibility and therefore more frequent use of the Linear Park by the community.

Lighting objectives include:

- Enhance perception of a safe, welcoming environment
- Be integrated into and accentuate the design
- Destination experience for pedestrians

- Activating the space both day and night at station precincts
- Increase visibility at night
- Assisting wayfinding
- Enrich the user experience
- Meet the required specifications



**Legend**

- Station**  
Mode 1 - Operational: Dark to Last Trains/Buses  
Mode 2 - Security: Last Trains/Buses to Light
- Parklands**  
Dark - 9PM (or as per LGA requirements)
- Urban Connectors**  
All night

**Lighting Strategy**

Three types of lighting categories have been identified:

- 1 Station:**  
Within station buildings, plazas and associated car park and bus interchange areas lighting will be required at different levels both inside and outside operational hours for differing levels of security.
- 2 Parkland::**  
Within parkland spaces the recreational shared path and activity nodes will be lit to LGA requirements.

**3: Urban Connectors:**

Pathways that form part of the urban grid such as the PSP, cross connectors where perpendicular streets intersect and verge footpaths will require lighting throughout the night to ensure safe travel of users across the corridor.



