

DESIGN REVIEW PANEL (DRP)

RECOMMENDATION ON PLANNING PROPOSAL

Application type:	Development application – WAPC determination
Proposed development:	Metronet DA2 – New railway stations at Carlisle and Oats Street, landscaping and public realm works
Address:	Rail corridor between Archer Street and south of Oats Street
Date:	1 st March 2023 (virtual meeting via Teams)
Attendance:	
<u>Council Officers:</u>	Robert Cruickshank – Manager Development Services Emma Haak Jack Hobbs
<u>Design Review Panel Members:</u>	Annelise Safstrom – Urban Design David Barr - Architecture Robin Burnage – Landscape Architecture
<u>Applicant’s Attendees:</u>	John-Paul Davies – Hassell, Armadale Line Upgrade Alliance (ALUA) Renee Young – Element, ALUA Ben Johnston - ALUA Frederick Sim – Project Manager OMTID Mimi Cho - Hassell

Overview

The Panel support the design approach and recognize and applaud the broad community benefits that can be delivered through creation of an extensive public open space network along the rail corridor. The Design Report provides a comprehensive and compelling framework for future development. The challenge remains to deliver on the intentions set out in that report. Recommendations for improvement are identified with scope for some of these to be addressed as conditions of approval and others to be integrated into the work of the Design Working Group (see below).

Process

The Panel recognise that the State Design Review Panel (SDRP) have been reviewing proposed development within the corridor and endorse their recommendations for this section of the line. The design has been further developed since the last SDRP review in August 2022 and the Panel consider that whilst many of the SDRP concerns have been addressed, there are still design matters requiring attention.

The translation from a high order intent document to conceptual plans for development approval leaves some uncertainty as to the detail of what will actually be delivered. The Panel understands that the SDRP called for a Design Quality Team Working Group to assist with resolution of design issues and that the Metronet Inner Armadale Level Crossing Removal Design Working Group fulfils this role to support delivery of SDRP recommendations. This process is seen as extremely valuable and the Panel recommend that the Design Working Group maintain an ongoing design review and support role throughout the design development, detailing and documentation phase. Copies of this Panel advice should be provided to them so that these recommendations can contribute to improving the design outcome.

Matters for further attention

Station Precincts

Overall design approach supported however there are concerns about: useability and amenity related to station access (limited to lifts and 3 story stairs at Carlisle Station); limited local identity nuance; sun, inadequate wind and rain protection to station platforms and bus shelters; underwhelming visual identity on Mint/Archer and Oats Street axes; highly engineered road design of street crossings/intersections that does not appear to support slow speeds or pedestrian and cyclist crossings; limited bike facilities and E-mobility support; and an overly broad expanse of paving to carparks and their surrounds with limited landscape relief.

The Panel recommend:

- Installation of an escalator at Carlisle Station from day one for ease of use and to facilitate growth of transit patronage.
- Enhancement of local distinctiveness of stations.
- Use of traditional red bricks for Carlisle Station due to local character of the area.
- Further use of brick patterning and brick projection (beware 'ladder' potential) in built form, scope to be part of public art program.
- Further investigate adequacy of sun, wind and rain protection on station platforms and at bus shelters and ensure adequate protected places for passengers.
- Develop station legibility and identity and provide greater visual impact above major road crossings.
- Consider use of coloured LED lighting, particularly at major street crossings at stations, to provide night-time identity, scope to be part of public art program.
- Take a traffic calming approach to roadworks, particularly adjacent to station entries and crossings. Reconsider layout and design of key intersections and roads to improve pedestrian and cyclist access and priority, encourage slower vehicle speeds, reduce extent of road area, and reduce non-essential sweeps on corners (especially Rutland Ave/Oats Street where traffic lanes have reduced in number, yet the road is still as wide). Where the roads intersect the rail corridor the linear parkland should flow through these spaces via the use of changed materiality, traffic calming etc. rather than be bisected by the roads.
- Address E-mobility user needs now and make future provision for growth of cycling/E-mobility.
- Consider bike shelters that are more distinctive and in-keeping with the overall design logic and offer enhanced weather protection.
- Seek to reduce extent of paving around carparks and provide planting breaks between parking and paths, and between the bus interchange and the abutting carpark.
- Consider an alternative footpath route at Oats Street station that avoids the middle of the car park?

Connectivity

Approach to connectivity is strong in the Design Report however the Place Principles and identified Landscape Opportunities have not yet been fully incorporated into the plans, with works limited to the rail reserve. The proposed works outlined in the design report outside of the reserve are regarded as essential and should be pursued, ideally as part of this package. Concerns relate to lack of physical and visual linkages to adjacent streets and parkland at key locations; lack of treatments to enhance Banks St and Rutland Ave; and a limited focus on the additional east-west pedestrian connections.

The Panel recommend:

- Extension of the scope of works to facilitate the Place Principles and include adjacent opportunities identified in the Design Report, such as traffic calming portions of adjacent streets, linkages and integration with adjacent parkland, and improved vehicular and pedestrian links. This may require partnership with the Town.
- Strengthen legibility and permeability of all the east-west pedestrian cross connections. Enhance their presence at the street edge using clearly defined entry spaces, improve view lines across the reserve on those alignments and widen pedestrian paths.
- Improve safety response to all east-west pedestrian crossings of the Principal Shared Path (PSP) to minimize conflicts and reduce bike speeds in these locations.
- Provide a stronger visual and movement connection between Dane/Lion Streets with a vista across the reserve. Make provision in the design should this ever become a future slow speed road link.
- Provide a pedestrian connection between Somerset/Mercury Streets with a vista across the reserve. This is on a pedestrian desire line to Aqualife and TAFE and warrants a priority link. This again should be in the form of a vista across the reserve with a clear pedestrian movement link.

Public realm

The linear flowing parkland framework with an activation and sustainability focus is supported. The range and distribution of activities is appropriate. Concern relates to design elements and detailing that may not deliver the optimum outcome or have a negative impact. Station precincts are encircled by bollards that dominate visually and the reserve appears to be edged by bollards along most of its length. The Panel regard the majority of bollards as unnecessary as they result in a very poor outcome, visually disconnecting the station and parkland from its surrounds - the antithesis of the aim of connection. Lighting is not yet clearly identified and lacks recognition of its potential role in highlighting features and places.

The Panel recommend:

- Remove bollards wherever feasible and actively redesign to avoid the need for bollards throughout the reserve, using alternative treatments (if necessary) that visually integrate with the setting.
- Ensure lighting design responds to the likely night use of parklands with the provision of feature and destination lighting.
- Introduce a fourth lighting category to the Lighting Strategy of Identity, where lighting is used as a feature, as artwork, and for identity and placemaking purposes, going beyond functional requirements.
- Give more attention to framing views and enhancing visual permeability into the parkland when viewed from terminating east-west side streets.
- Proactively embed informal nature play throughout the linear parkland as a signature feature.
- Ensure inclusive play experiences for all abilities.

Landscape, sustainability and materiality

Design approach and aspiration supported with attention needed to translate and deliver the Design Report intentions and detail to the plans. Sustainability and biodiversity need to be driven strongly to maximise success.

The Panel recommend:

Planting

- As a potential exemplar landscape and sustainability project, raise the target for tree canopy cover from 30% to 40%.
- Incorporate signature non-native trees that reflect the local vernacular of the suburbs. *Ficus hillii* is a dominant street tree near Carlisle Station and throughout the Town. Include *Ficus* in the Station

Precinct and where other opportunities allow. Similarly, Jacarandas and Araucaria are common in the area and along the rail line, so seek inclusion of these and other prevalent species where feasible.

- Embed the Aboriginal Six Seasons model into planting and design, with Aboriginal guidance.
- Review planting palettes and detailed planting plans to facilitate biodiversity. Involve an ecologist to ensure plant species and their distribution support insects, birds, bees, butterflies, and lizards with a focus on creating habitat.
- To establish the corridor as new habitat and a fauna movement route consider provision of infrastructure to support this such as bird watering stations, nesting boxes for various species, insect hotels etc.
- Enhance street tree planting and landscaping of verges to Banks Street and Rutland Avenue, with priority at stations and in front of carparks and the bus interchange.

Materiality and urban elements

- Prioritise use of local, reused and recycled materials.
- Select 'healthy' materials that are not on the Red List of harmful construction materials.
- Carbon modelling to inform materials selection and extent of material use to minimize carbon consumption. Seek low carbon material selections for paving, retaining walls, seating walls and other elements, consider use of gabions. Note Holcim make a zero carbon concrete product that may assist.
- Check softfall specifications to ensure summer surface temperature is not an issue, or provide shade.
- Ensure seating supports all ages with armrests to benches and seating with backrests, particularly around the seniors activity area and major seating and table areas.
- Include more barbecues in key nodes, with only 1 barbecue seen on current plans.
- Ensure that material selections are robust and consider low maintenance requirements.

Public art and interpretation

The public art budget and the nature and distribution of works is still to be determined, similarly for interpretation. The themes and direction of both are supported.

The Panel suggest:

- Consider use of dual naming in Aboriginal Noongar and English for the stations and public spaces and use language in interpretation elements.
- Take up the opportunity for community input and participation in the public art process and delivery.
- Consider temporary art embedded within infrastructure or placed at selected locations that enables it to be changed over time (e.g. Aboriginal artwork on illuminated stair walls at Elizabeth Quay where infrastructure was designed to highlight artwork that could be regularly changed).

Opportunities for the Town

There are significant opportunities to involve the community in the design (e.g. play spaces, public art), delivery and ongoing stewardship of this open space. Building community partnerships for biodiversity could assist with such things as plantings, habitat creation, making bird boxes/insect hotels, caring for specific patches and baseline then ongoing monitoring of species, perhaps supported by a Friends group.

Conclusion

The Panel support the proposed development subject to addressing commentary in the above recommendations. Some of those recommendations require a change upfront (e.g. escalator inclusion at Carlisle Station, traffic calming of road and intersection treatments, removal of bollards) whereas most can be addressed through the design development and documentation phase. The existing process of the Project Team continuing to work with the Metronet Inner Armadale Level Crossing Removal Design

Working Group gives the Panel confidence that these remaining matters could be addressed. To ensure this occurs, it is recommended that a condition of approval require final documentation and construction drawings be to the satisfaction of that Design Working Group. It is also recommended that the project be referred back to the Town's DRP for further review.

RECOMMENDATION: Support

Name: Annelise Safstrom; David Barr; Robin Burnage

Date: 9/3/2023