



TOWN OF  
VICTORIA PARK

## Special Council Meeting Agenda – 3 April 2023

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**WE'RE OPEN**  
**VIC PARK**

Please be advised that a **Special Council Meeting** will be held at **6:30 PM** on **Monday 3 April 2023** in the **Council Chambers**, Administration Centre at 99 Shepperton Road, Victoria Park.

**Mr Anthony Vuleta – Chief Executive Officer**

30 March 2023



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# **1 Declaration of opening**

## **Acknowledgement of the traditional owners**

*Ngany djerapiny Wadjak – Noongar boodja-k yaakiny, nidja bilya bardook.*

I am honoured to be standing on Whadjuk - Nyungar country on the banks of the Swan River.

*Ngany kaaditj Noongar moort keny kaadak nidja Wadjak Noongar boodja. Ngany kaaditj nidja Noongar birdiya – koora, ye-ye, boorda, baalapiny moorditj Noongar kaadijtin, moort, wer boodja ye-ye.*

I acknowledge the traditional custodians of this land and respect past, present and emerging leaders, their continuing cultural heritage, beliefs and relationship with the land, which continues to be important today.

*Ngany youngka baalapiny Noongar birdiya wer moort nidja boodja.*

I thank them for the contribution made to life in the Town of Victoria Park and to this region.

## **2 Announcements from the Presiding Member**

### **2.1 Recording and live streaming of proceedings**

In accordance with clause 39 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, as the Presiding Member, I hereby give my permission for the administration to record proceedings of this meeting.

This meeting is also being live streamed on the Town's website. By being present at this meeting, members of the public consent to the possibility that their image and voice may be live streamed to public. Recordings are also made available on the Town's website following the meeting.

### **2.2 Public question time and public statement time**

As this is a Special Council Meeting, any public questions or statements must relate to the business of the agenda.

There are guidelines that need to be adhered to in our Council meetings and during question and statement time people speaking are not to personalise any questions, or statements about Elected Members, or staff or use any possible defamatory remarks.

In accordance with clause 40 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, a person addressing the Council shall extend due courtesy and respect to the Council and the processes under which it operates and shall comply with any direction by the presiding member.

A person present at or observing a meeting shall not create a disturbance at a meeting, by interrupting or interfering with the proceedings, whether by expressing approval or dissent, by conversing or by any other means.

When the presiding member speaks during public question time or public statement time any person then speaking, is to immediately stop and every person present is to preserve strict silence so that the presiding member may be heard without interruption.

### **2.3 No adverse reflection**

In accordance with clause 56 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, both Elected Members and the public when speaking are not to reflect adversely on the character or actions of Elected Members or employees.

### **2.4 Town of Victoria Park Meeting Procedures Local Law 2019**

All meetings of the Council, committees and the electors are to be conducted in accordance with the Act, the Regulations and the *Town of Victoria Park Meeting Procedures Local Law 2019*.

### **3 Attendance**

**Mayor**

Ms Karen Vernon

**Banksia Ward**

Deputy Mayor Claire Anderson

Cr Peter Devereux

Cr Wilfred Hendriks

Cr Luana Lisandro

**Jarrah Ward**

Cr Jesse Hamer

Cr Bronwyn Ife

Cr Jesvin Karimi

Cr Vicki Potter

**Chief Executive Officer**

Mr Anthony Vuleta

**Chief Financial Officer**

Mr Duncan Olde

**Chief Community Planner**

Ms Natalie Martin Goode

**Manager Development Services**

Mr Robert Cruickshank

**A/Manager Governance and Strategy**

Mr Brad Sillence

**Secretary**

Ms Felicity Higham

**Public liaison**

Ms Alison Podmore

#### **3.1 Apologies**

#### **3.2 Approved leave of absence**

## **4 Declarations of interest**

### **4.1 Declarations of financial interest**

A declaration under this section requires that the nature of the interest must be disclosed. Consequently, a member who has made a declaration must not preside, participate in, or be present during any discussion or decision-making procedure relating to the matter the subject of the declaration. An employee is required to disclose their financial interest and if required to do so by the Council must disclose the extent of the interest. Employees are required to disclose their financial interests where they are required to present verbal or written reports to the Council. Employees can continue to provide advice to the Council in the decision-making process if they have disclosed their interest.

### **4.2 Declarations of proximity interest**

Elected members (in accordance with Regulation 11 of the Local Government [Rules of Conduct] Regulations 2007) and employees (in accordance with the Code of Conduct) are to declare an interest in a matter if the matter concerns: a) a proposed change to a planning scheme affecting land that adjoins the person's land; b) a proposed change to the zoning or use of land that adjoins the person's land; or c) a proposed development (as defined in section 5.63(5)) of land that adjoins the persons' land.

Land, the proposed land adjoins a person's land if: a) the proposal land, not being a thoroughfare, has a common boundary with the person's land; b) the proposal land, or any part of it, is directly across a thoroughfare from, the person's land; or c) the proposal land is that part of a thoroughfare that has a common boundary with the person's land. A person's land is a reference to any land owned by the person or in which the person has any estate or interest.

### **4.3 Declarations of interest affecting impartiality**

Elected members (in accordance with Regulation 11 of the Local Government [Rules of Conduct] Regulations 2007) and employees (in accordance with the Code of Conduct) are required to declare any interest that may affect their impartiality in considering a matter. This declaration does not restrict any right to participate in or be present during the decision-making process. The Elected Member/employee is also encouraged to disclose the nature of the interest.

**5 Public question time**

**6 Public statement time**

**7 Presentations**

**7.1 Petitions**

**7.2 Presentations**

**7.3 Deputations**

**8 Method of dealing with agenda business**

## 9 Chief Community Planner reports

### 9.1 Metronet Development Application No. 2 - Proposed New Stations at Carlisle and Oats Street, Station Precincts and Public Realm

<b>Location</b>	Carlisle Victoria Park
<b>Reporting officer</b>	Senior Planning Officer
<b>Responsible officer</b>	Manager Development Services
<b>Voting requirement</b>	Simple majority
<b>Attachments</b>	<ol style="list-style-type: none"> <li>Attachment 1 - Metronet D A 2 - Detailed Planning Report with Appendices A to E [9.1.1 - 89 pages]</li> <li>Attachment 2 - Metronet D A 2 - Design Report [9.1.2 - 139 pages]</li> <li>Attachment 3 - Metronet D A 2 - Carlisle Station Development Plans [9.1.3 - 17 pages]</li> <li>Attachment 4 - Metronet D A 2 - Oats Street Station Development Plans [9.1.4 - 15 pages]</li> <li>Attachment 5 - Metronet D A 2 - Civil Corridor Landscape and Urban Design Package [9.1.5 - 20 pages]</li> <li>Attachment 6 - Metronet D A 2 - Transport Impact Statement [9.1.6 - 43 pages]</li> <li>Attachment 7 - Metronet D A 2 - Public Open Space Consultation Outcomes Report [9.1.7 - 58 pages]</li> <li>Attachment 8 - Metronet D A 2 - Acoustic Assessment [9.1.8 - 69 pages]</li> <li>Attachment 9 - Metronet D A 2 - Drainage General Arrangement Plans [9.1.9 - 15 pages]</li> <li>Attachment 10 - Metronet D A 2 - Public Art Opportunities [9.1.10 - 11 pages]</li> <li>Attachment 11 - Metronet D A 2 - Basic Summary of Records [9.1.11 - 3 pages]</li> <li>Attachment 12 - Metronet D A 2 - Civil Road Drawings [9.1.12 - 8 pages]</li> <li>Attachment 13 - WAPC Decision Letter DA1 Proposed Metronet Forward Works for New Armadale Elevated Rail Line [9.1.13 - 8 pages]</li> <li>Attachment 14 - WAPC Decision Letter Temporary Alterations to the Victoria Park Train Station for a Temporar [9.1.14 - 6 pages]</li> <li>Attachment 15 - Metronet D A 2 - Design Review Panel Meeting Minutes [9.1.15 - 6 pages]</li> </ol>



	16. Attachment 16 - Metronet D A 2 - Design Review Panel Recommendation [ <b>9.1.16</b> - 5 pages] 17. Attachment 17 - Metronet D A 2 - Mindeera Advisory Group Feb 2023 Meeting Notes Extract [ <b>9.1.17</b> - 1 page] 18. Attachment 18 - Metronet DA2 - Online Survey Responses from WAPC Public Consultation [ <b>9.1.18</b> - 27 pages] 19. Attachment 19 - Metronet DA2 - Written Submissions from WAPC Public Consultation [ <b>9.1.19</b> - 40 pages]
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<b>Landowner</b>	Public Transport Authority of Western Australia
<b>Applicant</b>	Element Advisory Pty Ltd
<b>Application date</b>	6 February 2023
<b>DA/BA or WAPC reference</b>	5.2023.37.1
<b>MRS zoning</b>	Railway Reserve; Planning Control Area No. 165
<b>TPS zoning</b>	Railways (MRS)
<b>R-Code density</b>	Not applicable
<b>TPS precinct</b>	Carlisle (P8) Welshpool (P9) Shepperton (P10)
<b>Use class</b>	Not applicable
<b>Use permissibility</b>	Not applicable
<b>Lot area</b>	Lot 9003 has a total area of 193,384m <sup>2</sup> with 98,693m <sup>2</sup> being in the Town
<b>Right-of-way (ROW)</b>	Not applicable
<b>Local heritage survey</b>	Not applicable
<b>Residential character study area/weatherboard precinct</b>	Not applicable
<b>Surrounding development</b>	Predominantly low density residential dwellings

## Recommendation

That Council:

- A. Recommend to the Western Australian Planning Commission that the Metronet Development Application No. 2 for proposed Stations at Carlisle and Oats Street, Station Precincts and Public Realm works (DA5.2023.37.1) as per the development application drawings at Attachment 3, 4 and 5 be approved subject to the following conditions:

### Prior to commencement of site works

1. A Construction Management Plan shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.
2. A Construction Traffic Management Plan shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to commencement of site works. Once approved, the Construction Traffic Management Plan is to be implemented in its entirety.
3. A Construction Noise Management Plan shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to commencement of site works. Once approved, the Construction Noise Management Plan is to be implemented in its entirety.
4. A Drainage Management Plan, designed and signed by a certified Hydraulic Engineer, shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to commencement of site works. Once approved, the plan is to be implemented in its entirety.

### Prior to commencement of relevant building works

5. Final architectural Design Plans and a Schedule of Materials and Finishes, showing the final architectural features and design treatments being applied to each of the proposed stations, shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park and the State Design Review Panel, prior to the commencement of relevant building works. Architectural Design Plans for Carlisle Station are to include the provision of escalators and public toilets that are in operation upon the new station commencing use. Once approved, the plans are to be implemented in their entirety.
6. A Lighting Plan shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to the commencement of

relevant building works. Once approved, the Lighting Plan is to be implemented in its entirety.

7. A Public Art Plan shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to the commencement of relevant building works. Once approved, the Public Art Strategy is to be implemented in its entirety.
8. A final Landscape and Urban Design Plan shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to the commencement of relevant building works. The Landscape and Urban Design Plan shall make provision for the inclusion of public toilets within the public realm. Once approved, the Landscape and Urban Design Plan is to be implemented in its entirety.
9. An Environmental Noise Impact Assessment report relating to the operational use of the stations, car parks and public realm areas shall be prepared by a qualified acoustic consultant and submitted to, and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to commencement of relevant building works. All noise attenuation measures identified in the Environmental Noise Assessment report shall be implemented prior to station operation.
10. A detailed Movement Network Plan (including an updated Transport Impact Assessment, final Civil Road Design Drawings and a Station Precinct Public Realm Plan for each station) is to be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to the commencement of relevant building works. Once approved, the Movement Network Plan is to be implemented in its entirety.
11. A Signage and Way-finding Plan shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to commencement of relevant building works. Once approved, the Signage and Way-finding Plan is to be implemented in its entirety.
12. A Crime Prevention Through Environmental Design (CPTED) report outlining how the design response will mitigate the risk of crime for the station, station forecourt, car parking areas, bus interchange, pedestrian network to the station and all public realm areas shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park, prior to the commencement of relevant building works.

#### General

13. All accessible structures within 3.0 metres of ground level, including but not limited to all publicly accessible retaining, seating walls and noise walls, which are the subject of the application, are to be applied with an anti-graffiti or otherwise agreed treatment

immediately upon completion, to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Victoria Park.

14. Any works proposed on land outside the boundary of the railway reserve, that is under the care, control, and management of the Town of Victoria, is to be approved by the Town prior to the works being undertaken.
15. All storage areas, external fixtures and building plant, including air conditioning units shall be located so as to minimise any visual and noise impacts, and shall be screened from view from streets, public spaces and adjacent properties to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Victoria Park.
16. A Maintenance and Management Agreement between the Town of Victoria Park and the Public Transport Authority of Western Australia is to be prepared and finalised in relation to the construction, ownership, and ongoing maintenance/management of the proposed public realm areas.

#### Advice Notes

1. Regarding Condition 1, the Construction Management Plan is to address but not be limited to the following matters:
  - a. A staging plan;
  - b. Storage of materials and equipment;
  - c. Delivery of materials and/or equipment to the site;
  - d. Parking arrangements for contractors and subcontractors;
  - e. Waste management;
  - f. Hours of operation and timeframes;
  - g. Responsibility for identified tasks;
  - h. Consultation and communication strategy; and
  - i. Any other matters likely to impact on surrounding properties and public areas.

Construction Management Plans may be provided for separate works packages prior to their commencement, provided each management plan contains an overview of staging and the relationship between the works packages.

2. Regarding Condition 2, the Construction Traffic Management Plan is to address but not be limited to the following matters:
  - a. Construction activities;
  - b. Traffic volumes from proposed construction work/activities;
  - c. Maintenance of access to adjacent private properties;
  - d. Arrangements for general traffic detours;
  - e. Process for modifying haulage routes or agreed management arrangements, including any departure outside of approved haulage operations/timeframes; and
  - f. Communications with impacted landowners and the general community

3. Regarding Condition 3, the Construction Noise Management Plan shall address but not be limited to the following matters:
  - a. Noise impacts from the proposed construction work/activities;
  - b. Noise mitigation measures; and
  - c. Any other matters likely to impact on surrounding properties.
4. Regarding Condition 4, the Drainage Management Plan is to address but not be limited to the following matters:
  - a. Stormwater design to cater for a 1:100-year storm event being retained and disposed of on-site;
  - b. Location, shape and capacity and proposed drainage basins, swales and subsequent pipe and pit connections;
  - c. The softscape treatment of all basins including proposed ground coverage and plantings;
  - d. Overflow connections to the Town's drainage system; and
  - e. All proposed basins, swales and drainage connection systems are to be located within the boundaries of the railway reserve.
  - f. Drainage maintenance specifications including expected requirements for servicing to maintain the drainage assets proposed for future management by the Town of Victoria Park.
5. Regarding Condition 6, the Lighting Plan shall address but not be limited to the following matters:
  - a. Highlighting architectural detailing;
  - b. Lighting public areas;
  - c. Promoting safety;
  - d. Providing visual interest; and
  - e. Place activation.
  - f. Lighting network controls (i.e. the ability to control lighting by zone and/or lighting asset type)
6. Regarding Condition 7, the Public Art Plan shall address but not be limited to the following matters:
  - a. Confirmation of the role of the Town of Victoria Park in the projects public art approval process including the selection of artworks and executing public art agreements that detail;
    - i. Artist/artist team details;
    - ii. Timelines;
    - iii. Maintenance schedules;
    - iv. Expected lifespan of the artworks;
    - v. Methods of construction, materiality and details of fabrication company (if applicable);
    - vi. Specific instructions or products required for artwork maintenance and contact personal for repairs;

- vii. Details of any lighting/electrical or mechanical components and contact personal for repairs;
  - b. Theme/s, location, and budget of proposed public art;
  - c. Integrating public art into stations and stations precincts;
  - d. Integrating public art into the viaduct structure, particularly the viaduct screening;
  - e. Integrating public art designs into the public realm treatments (i.e. rubber soft fall in parks and fitness area); and
  - f. Street art program.
- 7. Regarding Condition 8, the Landscape and Urban Design Plan shall address but not be limited to the following matters:
  - a. A tree survey identifying all vegetation on land that is under the care, control, and management of the Town of Victoria Park, separate to vegetation within the rail corridor. The tree survey should clearly identify all vegetation to be retained or removed.
  - b. Details of Tree Protection Zones for all retained trees within the project area.
  - c. Detailed planting schedule including the type, size, location and number of all proposed trees and shrubs.
  - d. A Schedule of Materials and Finishes for the public realm.
  - e. An Assets Register of all hard landscaping assets including but not limited to (footpaths, playgrounds, furniture, exercise equipment, skate equipment furniture, barbecues and shade structures) including detailed specifications and drawings.
  - f. Details of all Water Sensitive Urban Design treatments including detailed specifications and drawings.
  - g. Details of irrigation systems including detailed specifications and drawings.
  - h. Planting maintenance specifications including expected level of service requirements for watering, weeding, mowing and other service regimes required to maintain soft landscape assets.
  - i. Details of the soil in identified landscape areas, including depths of that soil treatment.
- 8. Regarding Condition 9, the Environmental Noise Impact Assessment shall address but not be limited to the following matters:
  - a. Location of and noise impacts from mechanical service plant/equipment;
  - b. Location of and noise impacts from bus interchange activities;
  - c. Location of and noise impacts from car parking areas;
  - d. Location of and noise impacts from activities in the public realm including playing courts, skate park and event spaces; and
  - e. Noise attenuation measures.
- 9. Regarding Condition 10, the updated Traffic Impact Assessment shall address but not be limited to:
  - a. Trip generation via different mode types (i.e. car, public transport, bicycle, walking);
  - b. Trip distribution;

- c. Network traffic volumes;
- d. Parking Management Plans and Analysis for both stations;
- e. Mitigation measures such as traffic calming, signage, and other traffic management solutions; and
- f. Any other matters likely to impact surrounding properties, streetscapes, and public areas

10. Regarding Condition 10, the updated Civil Road Design Drawings shall address but not be limited to:

- a. The design of the Oats Street and Tuckett Street roundabout, associated kerb radius and median islands, with a view to reduce the overall size of this treatment or consider alternative design solutions
- b. The design of Rutland Avenue and Bank Street as they intersection with Mint Street, Archer Street and Oats Street, with a view to reduce the overall width of the vehicle lanes and intersections;
- c. A Schedule of Materials and Finishes including details of local road treatments within the extent of works;
- d. Landscaping details for local roads within the extent of works, including the location, number and type of proposed trees and shrubs and/or tree pit sizes and planting densities.
- e. Where hardscaped, all median islands should be paved rather than concreted, to allow for future tree plantings and/or landscaping.

11. Regarding Condition 10, the Station Precinct Public Realm Plan for each station is to address but not be limited to the following matters:

- a. Identification in detail of any improvements proposed for the surrounding precinct as it interfaces with the project boundary and an outline of how this meets the principles of METRONET. These include but are not limited to:
  - Footpath network upgrades;
  - Cycle network upgrades;
  - Local road upgrades;
  - Public open space upgrades;
  - Service upgrades
- b. Any interfacing requirements including consideration of how infrastructure will effectively transition and function between the project boundary and its immediate surrounds;
- c. Any further technical analysis or studies that are required to further refine identified improvements;
- d. Clear roles and responsibility for delivery between the parties and any clear funding sources/responsibilities (i.e. Infrastructure Development Fund).

12. Regarding Condition 16, the Maintenance and Management Agreement shall address but not be limited to:

- a. Details of what Management Order or other legal instruments are required to underpin the Maintenance and Management Agreement.
- b. Plans clearly denoting the areas under responsibility of the Public Transport Authority of Western Australia and the Town of Victoria Park.
- c. Details of access arrangements to services including power, water and sewerage.
- d. An Assets Register of all infrastructure elements including specifications and drawings, accompanying maintenance manuals, anticipated design life and costings appropriate to determine renewal costs and life cycle costs.
- e. Confirmation of whether and how the Town's Local Laws and Policies apply to the newly formed public places.
- f. Details of processes for approval for development and works relating to:
  - i. Development of public facilities (public toilets, playgrounds).
  - ii. Development of land for commercial purposes (new buildings for commercial purposes such as a café).
  - iii. Semi-permanent use of land (the placement of semi-permanent modular structures which may be used for commercial/retail uses such as a container café).
  - iv. Temporary use of land (mobile food vendors or community events).
  - v. Renewal works.
- g. Details of the legal and commercial frameworks necessary to facilitate leasable spaces for the permanent, semi-permanent or temporary development of land for commercial purposes.
- h. Details of agreed 'levels of service' to be provided by both the Town of Victoria Park and Public Transport Authority for all assets subject to the agreement.
- i. Details of the handover arrangement following practical completion of the project including confirmation of the agreed establishment period, defects liability period and what defects are to be repaired by the owner of the land prior to handover.
- j. Details of any unique equipment required by the Town to undertake maintenance tasks, including details of any approvals or necessary training required for Town Officer's (or their representatives) to access the site for maintenance purposes.

13. Existing street trees located within the verge and/or on land under the care, control, and/or management of the Town of Victoria Park must be retained, unless otherwise approved by the Town. All street trees identified on the approved plan must be retained and protected in accordance with Australian Standard 4970-2009 and to the satisfaction of Town of Victoria Park. The removal of a street tree must be approved by the Town of Victoria Park prior to the works being undertaken. An independent arborist assessment of each street tree proposed for removal must be provided to the Town prior to approval being granted.

14. All development should comply with the provisions of the Building Code of Australia, Health Regulations, Public Building Regulations and all other relevant Acts, Regulations and Local Laws, including obtaining any relevant permits and/or licences. Additional approvals/permits/licences may be required to ensure compliance with State Government environmental legislation.



- B. Request the CEO to provide the WAPC with a copy of the following documents for their consideration in determining the application: Notes of the Town's Design Review Panel meeting dated 1 March 2023; Recommendation from the Town's Design Review Panel; Minutes of the Town's Mindeera Advisory Group; Minutes of the Town's Access and Inclusion Advisory Group.
- C. Request the CEO to provide the State Design Review Panel with a copy of Attachments 15 and 16 being the feedback/notes of the Town's Design Review Panel, for consideration by the relevant Working Group as part of the further design development.

## Purpose

For Council to consider and determine the Town's recommendation to the determining authority, the Western Australian Planning Commission (WAPC), on the development application for the proposed new train stations at Carlisle and Oats Street, the precincts around the stations and the public realm and landscaping underneath the elevated rail line between Mint/Archer Street and Briggs Street.

## In brief

- A development application has been submitted to the Town, on behalf of METRONET, for two proposed new train stations at Carlisle and Oats Street, as well as new precincts around the two stations and new public realm and landscaping underneath the elevated rail line.
- The application area extends from Mint/Archer Street to Briggs Street. The application area is reserved as 'Railways' under the Metropolitan Region Scheme (MRS) and is located within Planning Control Area No. 165 (PCA 165), declared under Part 7 of the *Planning and Development Act 2005*. A PCA is an enabling planning mechanism that requires all development within the PCA to be considered and determined by the WAPC.
- The determining authority for this development application is the WAPC. The role of the Town for this development application is to act as a referral agency and make a recommendation to the determining authority.
- The application was subject to 21 days of public consultation, which was coordinated by the WAPC. A total of 86 online survey responses were received. Of these 86 responses, 67 supported the proposal and 19 opposed.
- An additional 10 written submissions were received via email (including one late submission). Of those 10 written submissions, 4 supported the proposal, 1 opposed and 5 raised comments without stating a position.
- It is recommended that the WAPC approve the development application subject to conditions.

## Background

1. At the Ordinary Council Meeting on 20 August 2019 Council endorsed an Advocacy Program for METRONET projects within the Town, inclusive of the following desired outcomes:
  - Underground: the rail corridor is underground and the land at ground level is available for other uses.

- Great Places: Station Precincts are great places that provide obvious and lasting community benefits.
  - All Stations Remain: All existing stations in the Town must remain with only minor adjustments to their locations.
  - Sustainable Access: Station Precincts promote and facilitate walking, cycling and public transport as the predominant choices for accessing each station.
2. On 16 June 2020 the State Government unveiled its plan to pursue an elevated rail option associated with the removal of the level crossings at Mint/Archer Street, Oats Street and Welshpool Road.
  3. At a Special Council Meeting on 25 June 2020 Council resolved as follows:  
*"That Council:*
    1. *Advise the WA Government that Council:*
      - (a) *supports its Level Crossings Removal program;*
      - (b) *supports an underground option for the replacement of the level crossings along the Armadale rail line at Archer/Mint St, Oats St and Welshpool Road as endorsed by Council in 2019;*
      - (c) *is committed to working co-operatively and collaboratively with the WA Government and Metronet in all communications, consultations and engagements about the removal of the level rail crossings and in advocating for the inclusion of an underground option for consideration.*
    2. *Requests the Chief Executive Officer to deliver a public awareness and education campaign about the proposed options for removal and replacement of the level crossings along the Armadale rail line at Archer/Mint St, Oats St and Welshpool Road, including:*
      - (a) *why the Town supports an underground option at these stations;*
      - (b) *the level of engagement the Town of Victoria Park has had with Metronet since the 2019 federal election about developing the options for replacement of these level crossings;*
      - (c) *the need for appropriate consultation by the WA Government with the Town of Victoria Park and its community prior to making any decision on the preferred option to deliver the level crossing removal program along the Armadale rail line at Archer/Mint St, Oats St and Welshpool Road.*
    3. *Approves expenditure of up to \$25,000 on the public awareness campaign.*
    4. *Requests the Chief Executive Officer to allocate appropriate internal resources to support the delivery of the public awareness and education campaign.*
    5. *Requests the Chief Executive Officer to report to the Ordinary Council Meeting in August 2020 about the progress of the public awareness and education campaign."*
  4. At the Ordinary Council Meeting on 18 August 2020 Council resolved to receive the report providing an update on the Town's public awareness and education campaign.
  5. The Town has been working collaboratively with the State Government (including METRONET, Public Transport Authority, Armadale Line Upgrade Alliance and the Office of Major Transport Infrastructure

Delivery) on the level crossing removal project, including construction of the elevated rail line and new station precincts.

6. On 13 October 2022, the Town received an application on behalf of METRONET for a proposed viaduct structure and enabling works for a new portion of elevated rail line between Mint/Archer Street and Briggs Street (known as DA 1). At the Special Council Meeting on 22 November 2022, the Council resolved to recommend refusal of the application for the following reasons:

1. *“Council considers the elevated rail proposal to be a lost opportunity in relation to creating land available for Public Open Space, future infill development, transport solutions, and Urban Forest in comparison to the Council's previously adopted position for an underground solution.*
2. *The proposal not being nature-positive.*
3. *The adverse visual impact of the proposal which won't be ameliorated by screening and tree planting.*
4. *The extensive use of concrete in the structure impacting on the available Public Open Space by comparison to the amount of Public Open Space created by an open solution.*
5. *That the long-term benefits of an underground solution outweigh the benefits of an elevated rail solution.*
6. *That the majority of the public submissions were not in support of the proposal.*

7. At its meeting held on 18 January 2023, the Western Australian Planning Commission approved the development application for the proposed viaduct structure and enabling works for a new portion of elevated rail line between Mint/Archer Street and Briggs Street. See Attachment 13 for a copy of the WAPC's approval in full.

8. Particular conditions/advice notes of interest include the following:

- *Condition 9: Detailed Design Plans showing the location and design of piers (including footings) and viaduct screens, architectural features and design treatments being applied. Shall be submitted and approved by the Western Australian Planning Commission, on the advice of the Town of Victoria Park and Office of the Government Architect prior to commencement of building works. Once approved, the plans are to be implemented in their entirety to the satisfaction of the Western Australian Planning Commission.*
- *Condition 10: All accessible structures within three metres of ground level which are the subject of this application are to be applied with an anti-graffiti coating or other agreed treatment to the satisfaction of the Western Australian Planning Commission on the advice of the Town of Victoria Park.*
- *Condition 11: A updated Tree Management Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the Town of Victoria Park. Once approved, the trees to be removed can be done so prior to commencement of site works.*
- *Advice Note 6: In regard to the Condition 9, the detailed design plans (including cross-sections, long sections and elevations) showing the locations and design treatments being applied to the piers and viaducts are to address:*
  - *Viaduct (pier and footings) location and design*

- *Schedule of Materials and Finishes*
  - *Details of the architectural screen for the whole length of the viaduct*
  - *Public art opportunities*
  - *Permanent screening*
  - *Viaduct drainage*
  - *Any lighting*
- *Advice Note 7: In regard to Condition 11, the updated tree management plan is to include calculations prepared by an independent arborist of the canopy coverage to demonstrate that the extent of proposed canopy coverage (at maturity) resulting from new tree planting will exceed that of the removed canopy coverage that is to be removed, prior to works on site commencing. A key consideration in the selection of new trees to be planted should be the timing to maturity with fast growing trees being preferred.*
9. On 23 December 2022, The Town received a development application, on behalf of METRONET, for temporary alterations to the Victoria Park Train Station for a Temporary Bus Interchange development. At a Special Council Meeting held on 7 February 2023, the Council resolved to support the application subject to conditions.
10. The WAPC determined the application under delegation and approval was granted for the Temporary Bus Interchange at Victoria Park Station on 13 March 2023. See Attachment 14 for a copy of the WAPC's approval in full.

## Application summary

11. The proposed development application forms part of a broader METRONET program of works commonly referred to as the Victoria Park Canning Level Crossing Removal (VPCLXR) project.
12. The VPCLXR project includes several key components, including but not limited to the following within the Town's boundaries:
- New section of elevated rail line (also known as a viaduct), comprising 'U troughs', piers and pier headstock.
  - Removal of existing road-rail level crossings at Mint/Archer Street and Oats Street.
  - New elevated train stations at Mint/Archer Street (Carlisle Station) and Oats Street.
  - New ground level station precincts.
  - New ground level public realm and landscaping underneath the viaduct structure.
13. The demolition of the existing Carlisle and Oats Street train stations and the construction of the viaduct structure that will elevate the rail line were the subject of METRONET Development Application 1 (DA1). DA1 was approved by the WAPC, subject to conditions, at its meeting held on 18 January 2023.
14. The proposal subject of this report is commonly called the METRONET Development Application 2 (DA2). DA2 specifically seeks approval for the following key components:
- Elevated train station at Carlisle (Mint/Archer Street), including ground level entry and concourse;
  - Carlisle passenger Kiss and Ride facility and Park and Ride car park;
  - Elevated train station at Oats Street, including ground level entry and concourse;
  - Bus interchange at Oats Street;
  - Oats Street passenger Kiss and Ride facility and Park and Ride car park;

- At grade Principal Share Path (PSP) modification to augment the existing PSP adjacent to Rutland Avenue;
- New public realm underneath the viaduct between the north abutment at Mint/Archer Street and the southern abutment at Briggs Street, incorporating civic spaces, community activation spaces, community nodes, a nature playground, parkland, youth zone, pathways and landscaping; and
- Local road works and intersection modifications.

15. Regardless of the declaration of PCA No. 165 covering a portion of the Railway reserve, the project works are not exempt from development approval under either the MRS or the METRONET Act, given they involve the construction of new stations and related car parks, pedestrian and vehicle access and public transport interchange facilities. Nonetheless, the works are under a PCA and require approval from the WAPC.



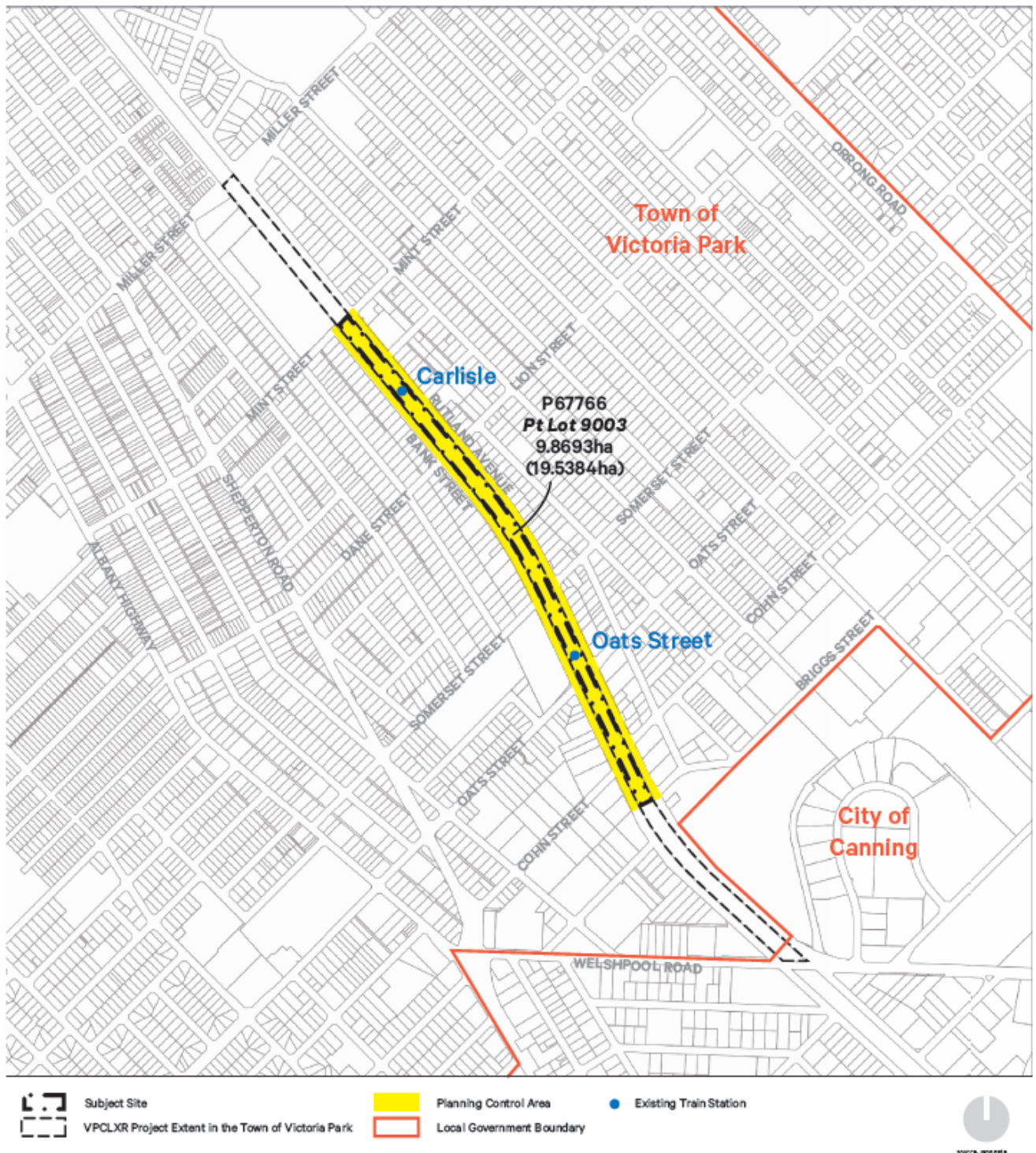


Figure 8. Site Plan – extent of VPCLXR Project within the Town of Victoria Park

16. The applicant contends that the PTA's station access hierarchy was an overarching principle influencing the design of the new stations, which prioritises pedestrians as most important, followed by cyclist access, bus access, then finally cars.

### Carlisle Station

17. The proposed new Carlisle station has been relocated north of the current station location, to allow the main station entrance to be directly accessible from Mint/Archer Street.

18. The new station also incorporates entrances from the southern side of the building. The combination of entrances from both the northern and southern sides of the station ensure the building is permeable and has legible entrances from within all areas of the public realm.
19. The applicant contends that the new Carlisle station (elevated) and station forecourt (on the ground level) have been designed to allow for connectivity and linkages with the urban realm along Rutland Avenue and Archer Street.
20. The new Carlisle station incorporates the following facilities/amenities:
- Station concourse;
  - Four lifts (two to each platform);
  - Stairwell to each platform;
  - Bike storage for 18 bikes;
  - Kiss and Ride drop of zone with two (2) bays (an increase from no Kiss and Ride at the existing Carlisle Station); and
  - Park and Ride car park with two (2) ACROD bays (maintaining current provision) and 57 parking bays (maintaining current provision).

### **Oats Street Station**

21. The proposed new Oats Street station has been relocated further south of the current location, with two entry buildings located either side of Oats Street, allowing patrons to access the platforms without needing to cross Oats Street.
22. Both station entry buildings incorporate a main northern entry and a secondary entry on the southern side.
23. The applicant contends that two entry buildings with multiple entry points provide for maximum accessibility from the surrounding urban realm and ensures a permeable train station.
24. The new Oats Street station incorporates the following facilities/amenities:
- Station concourse;
  - Lifts and stairs to each platform;
  - One bi-directional escalator to each platform which can be adjusted to the direction of the peak flow of passengers;
  - A kiosk;
  - Staff crib room and toilets;
  - Public toilets, including universally accessible toilet, accessible from within the station building;
  - Two bike storage enclosures for a total of 78 bicycles;
  - New bus interchange;
  - Five (5) Kiss and Ride bays (an increase from no Kiss and Ride at the existing Oats Street station); and
  - Two Park and Ride parking facilities with 4 staff bays, 1 taxi drop-off bay, 1 loading bay, 2 ACROD bays and a total of 98 regular parking bays (an increase from 73 park and ride bays at Oats Street currently).

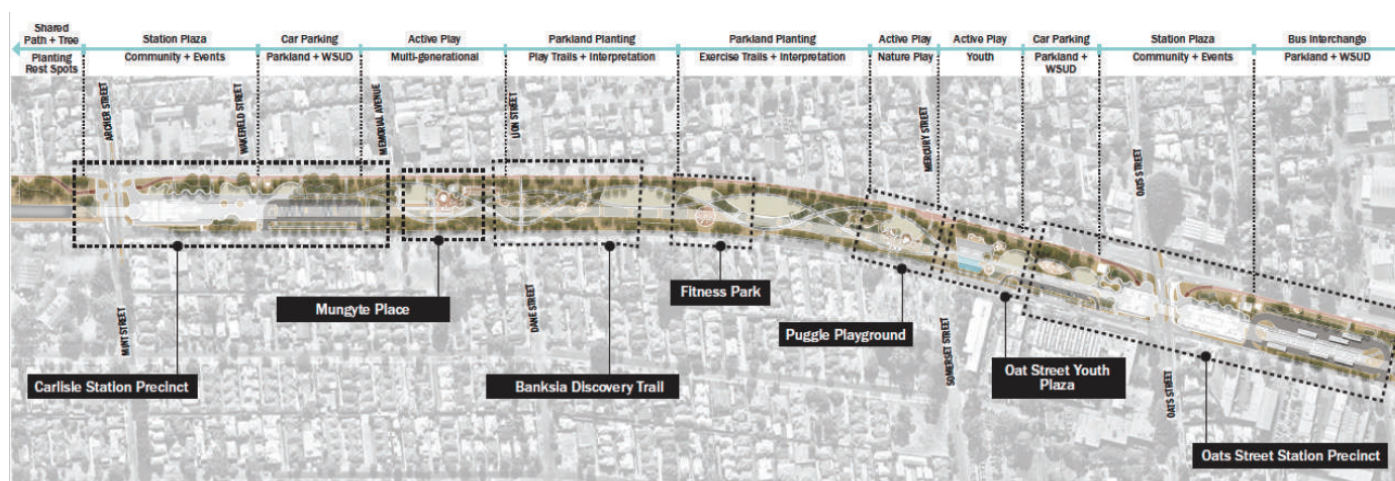
### **Public Realm**

25. The proposed development application seeks to deliver a substantial area of new public realm underneath the viaduct, between the new Carlisle and Oats Street stations.



26. This new public realm will include recreational and shared paths along the length of the corridor, landscaped swales and shallow basins for water collection and new planting.
27. The new public realm is proposed to be broken down into a number of different but connecting activity nodes and amenities, including:
- **Mungyte Place:** a multigenerational space located opposite the Harold Hawthorne Community Centre and associated independent living village. Designed to create a community hub for the centre users, village residents and their extended families, as well as the wider community. Specifically designed to provide for interaction by people of all ages and abilities.
  - **Banksia Discovery Trail:** a series of informal pathways weaving through planting and swales to create a playful children's discovery trail. Incorporating balance logs, timber steppers and stepping stones. Interpretation signage will be used to support storytelling and encourage children to engage with the space.
  - **Fitness Park:** provides accessible fitness equipment for individual and group based circuit style training that supports both cardio and strength based exercises. An adjacent open lawn area provides an additional space for group fitness classes.
  - **Puggle Playground:** small nature playground that creates a play space close to Oats Street station for younger children. The focus of this space is to provide free and loose parts to play for cubby building, steppers, balance beams and climbing opportunities. Picnic tables, benches and informal seating are also provided within and around this space.
  - **Oats Street Youth Plaza:** incorporates a skate plaza, chill out zone, basketball half court, four-square court and TikTok performance space. Located opposite the Southern Metropolitan TAFE Carlisle Campus to provide a break out space for students and the wider community. This space also provides open areas which can be used flexibly for programmed events.
  - **Seating Nodes:** are located throughout the rail corridor. Generally spaced every 60-100 metres apart outside the abovementioned activity nodes and station precincts. These seating nodes provide resting spots and social interaction opportunities for pedestrians and cyclists.

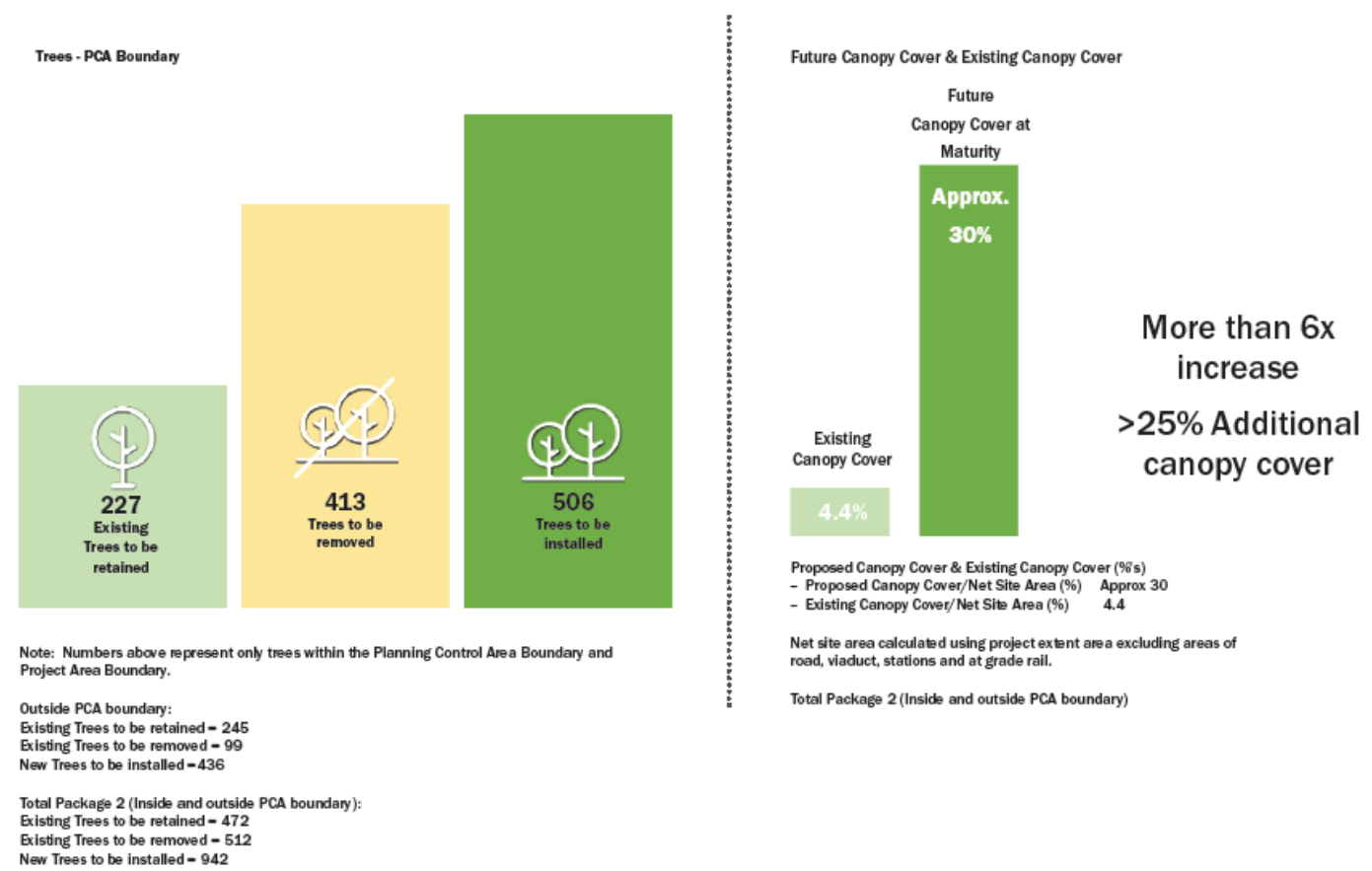
28. The location of these areas is depicted in the following image:



29. The applicant has provided Civil Corridor Landscape and Urban Design plans (see Attachment 5) which detail trees to be retained or removed and new landscape planting, as well as the overall design and layout of the public realm areas.



30. The applicant’s detailed planning report contends that the total package of works (inside and outside the PCA No. 165) will result in the retention of 472 existing trees, the removal of 512 trees and the installation of 942 new trees.
31. The applicant contends that the future canopy coverage at maturity will be approximately 30% of the net site area. This represents an additional 25% canopy coverage from the existing cover, which is only approximately 4.4% of the net site area. This information is conveyed in the following images:

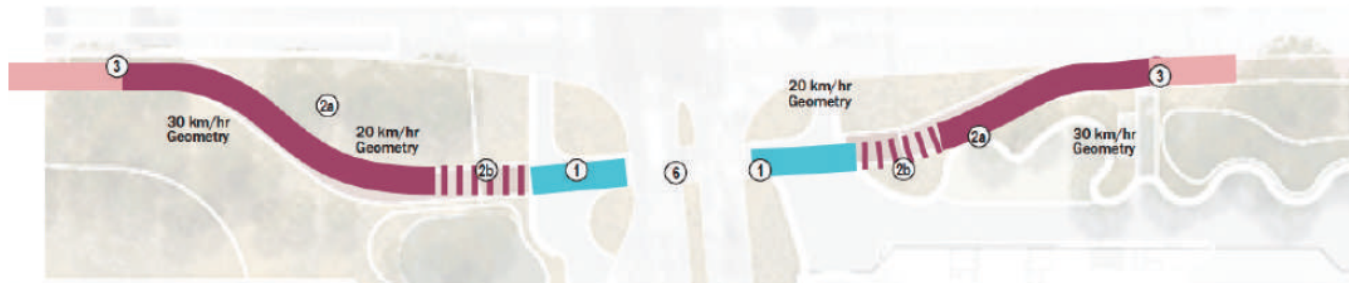


### Principal Shared Path (PSP)

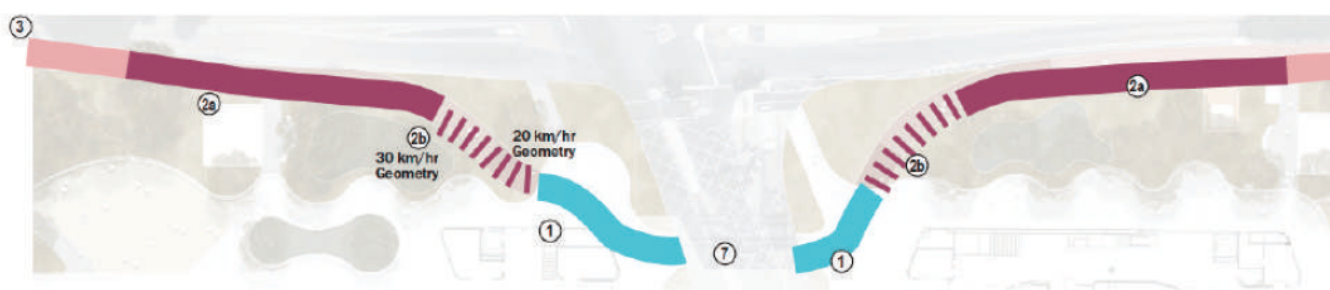
32. The PTA requires the provision of a continuous Principal Shared Path (PSP) along the length of the rail corridor.
33. There is an existing PSP that is aligned just outside the Railways Reserve on its eastern side, abutting Rutland Avenue.
34. For the most part, the existing PSP will be maintained, unchanged in its location other than around the proposed new stations and precincts at Carlisle and Oats Street.
35. The PSP is being reconfigured around the stations to slow cyclist traffic down at the crossings of Archer Street (Carlisle station) and Oats Street.

36. Maintaining the PSP in its current location and alignment on the eastern side of the Railway Reserve will minimise conflict points with cars and buses, as the new bus interchange and car park access points are from the western side of the Railway Reserve.
37. The proposed layout and speed reduction zones and crossing points of the PSP are depicted in the below image:

#### ARCHER MINT STREET CROSSING



#### OATS STREET CROSSING



#### Applicant's submission

38. In support of the development application, the applicant has provided a detailed planning report (see Attachment 1) and several technical appendices, including:
- Design Report (see Attachment 2)
  - Carlisle Station Development Plans (see Attachment 3)
  - Oats Street Station Development Plans (see Attachment 4)
  - Civil Corridor Landscape and Urban Design Package (see Attachment 5)
  - Transport Impact Statement (see Attachment 6)
  - Public Open Space Consultation Outcomes Report (see Attachment 7)
  - Acoustic Assessment (see Attachment 8)
  - Drainage General Arrangement Plans (see Attachment 9)
  - Public Art Opportunities (see Attachment 10)
  - Basic Summary of Records (see Attachment 11)
  - Civil Road Drawings (see Attachment 12)
39. The applicant contends that the removal of the level crossings will help to deliver several objectives of the METRONET rail program, including:
- Supporting sustainable, economic growth in Perth;
  - Improving connectivity between communities and businesses; and
  - Increasing accessible travel and lifestyle options.

40. As part of the Detailed Planning Report, the applicant has provided the following summary of the overall project:

*"It was determined very early in the planning phases to make the VPCLXR project an elevated rail line, as opposed to putting the rail line underground. In this regard, the extensive early planning and assessments undertaken by the State Government determined that an underground rail solution was not a feasible option, due to the availability of land for the project within the MRS Railways Reservation, the cost differential (both capital and ongoing operational costs) for sinking the rail rather than elevating it and given the success of similar elevated rail projects in the Eastern States including the Caulfield to Dandenong Level Crossing Removal project and the Coburg to Moreland Level Crossing Removal project."*

41. The applicant contends that an elevated rail line, if done well, can offer many positive benefits, including:

- *Elevated rail stations can be configured to have two or more entries, which can improve accessibility and can extend the station catchment, thus enhancing the integration between land use and public transport for the benefit of the local community. Multiple entrances are generally more difficult and costly for underground stations.*
- *Elevated rail lines are able to be constructed more efficiently and quickly than underground rail, minimising disruptions to rail services.*
- *Opportunities to build underground rail are limited due to structural load limitations and limitations on basement construction.*
- *Underground rail can be challenging in areas where the water table is high, introducing the risk of flooding and increasing the complexity of construction.*
- *Elevated rail provides the opportunity to readily add capacity to the rail network at a later date by duplicating the viaduct if needed. These opportunities are much more difficult in an underground scenario and generally require tunnel duplication.*
- *Elevated rail provided the opportunity to easily integrate ground level development at a later date within the space under the viaduct, which provides the opportunity to stimulate desirable economic and social development around stations at the appropriate time.*
- *Both elevated rail and underground rail can deliver an extended network of liner parks and dedicated pathways for safer walking and cycling.*
- *Elevated rail offers rail passengers a superior passenger experience, with views and way-finding when compared with underground rail.*
- *Elevated rail requires less electricity for cooling and lighting than underground rail.*
- *Elevated rail is more efficient and safer for the rail operator in the long term.*

42. As part of the Detailed Planning Report, the applicant outlines several land use changes that will be generated as a result of the proposed works:

- *Increased recreational opportunities (passive and active) and social interaction with the new public spaces and facilities at ground level along the length of the viaduct.*
- *Improving amenity for the surrounding areas from new public open spaces and an upgraded public realm.*
- *Reduced urban heat island effect through increasing vegetation and tree canopy along the length of the project.*

- *Improved passive surveillance and safety as a result of designing the new infrastructure and public realm in a manner that is consistent with the principles of Crime Prevention Through Environmental Design (CPTED).*
- *Opportunities to increase public use and patronage of the rail line through the provision of new train stations, bus interchanges and parking facilities.*
- *Opportunities to support enhanced community interaction and activity through the delivery of event spaces within the public realm (station forecourts and appropriately configured public spaces) that support 'pop up' events and markets (or similar); and*
- *Opportunities to level new local development opportunities from the significant investment in public infrastructure and improvements in the local environment.*

43. The applicant has advised that due to the project being for significant public works, it is eligible for review by the State Design Review Panel (SDRP). To help facilitate the review of the project by the SDRP, ALUA met with the Officer of the Government Architect to develop a design review framework. The project went to SDRP on three separate occasions. The third presentation of the project to the SDRP focused on the built form for all new train stations and associated station precincts.

44. The applicant contends *the feedback received during the SDRP No. 3 has been considered by ALUA in consultation with key stakeholders through the Design Working Group, which was formed to continue the consultative design review process in between SDRP reviews and has continued following the final SDRP. The Design Working Group includes representatives from the OGA and METRONET.*

## Relevant planning framework

<b>Legislation</b>	<ul style="list-style-type: none"> <li>• <i>Planning and Development Act 2005</i></li> <li>• <i>Planning and Development (Local Planning Schemes) Regulations 2015</i></li> <li>• Metropolitan Region Scheme (MRS)</li> <li>• Town of Victoria Park Local Planning Scheme No. 1 (TPS 1)</li> <li>• TPS1 Precinct Plan P8 – Carlisle</li> <li>• TPS 1 Precinct Plan P9 – Welshpool</li> <li>• TPS 1 Precinct Plan P10 – Shepperton</li> </ul>
<b>State Government policies, bulletins or guidelines</b>	<ul style="list-style-type: none"> <li>• State Planning Policy 5.1 - Land use planning in the vicinity of Perth Airport</li> <li>• State Planning Policy 5.4 - Road and Rail Noise</li> <li>• State Planning Policy 7.0 - Design of the Built Environment</li> </ul>
<b>Local planning policies</b>	<ul style="list-style-type: none"> <li>• Local Planning Policy 39 – Tree Planting and Retention</li> </ul>
<b>Other</b>	<ul style="list-style-type: none"> <li>• Town of Victoria Park Local Planning Strategy</li> <li>• Town of Victoria Park Urban Forest Strategy</li> <li>• Town of Victoria Park Public Open Space Strategy</li> <li>• Town of Victoria Park Integrated Transport Strategy</li> </ul>

## General matters to be considered

<b>TPS precinct plan statements</b>	<p>The following statements of intent contained within the respective Precinct Plans are relevant to consideration of the application.</p> <p>Carlisle Precinct (P8):</p>
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	<ul style="list-style-type: none"> <li><i>The Carlisle Precinct will remain a medium density residential area. Continued development of a range of dwelling types at this density is desirable given the proximity of the precinct to the city centre and good accessibility to a wide range of support facilities and regional transportation networks.</i></li> <li><i>Safe and accessible movement for pedestrians, cyclists and people using public transport and other vehicles is an important aim for the precinct. In addition, public places such as streets, parks and reserves will be enhanced and maintained so that they contribute to its pleasant environment.</i></li> </ul> <p>Welshpool Precinct (P9):</p> <ul style="list-style-type: none"> <li><i>A healthy attractive working environment is sought in the precinct and will be taken into consideration with regard to uses, movement and the environment. Traffic generated within the precinct shall be directed away from nearby residential streets. Development and redevelopment shall take into consideration pedestrian and cyclist access, safety and convenience.</i></li> </ul> <p>Shepperton Precinct (P10):</p> <ul style="list-style-type: none"> <li><i>The Shepperton Precinct should remain a pleasant, low scale, medium density housing area. Future development should take advantage of the excellent accessibility available to the precinct due to the close proximity to major transportation networks, and the city.</i></li> <li><i>Safe and accessible movement for people on foot, bicycles, users of public transport and vehicles is an important aim for the precinct. Streets will be enhanced and maintained so that they contribute to its pleasant environment. Council will aim to discourage the movement of unnecessary traffic through the area.</i></li> </ul>
<b>Local planning policy objectives</b>	<p>The following objectives of Local Planning Policy 39 – Tree Planting and Retention are relevant in determining the application.</p> <ul style="list-style-type: none"> <li>To promote and facilitate development that enables existing trees to be preserved.</li> <li>To assist with achieving the Town of Victoria Park’s objective to increase tree canopy coverage to 20% by increasing tree canopy coverage on public and private land.</li> </ul>
<b>Deemed clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015</b>	<p>The following are relevant matters to be considered in determining the application.</p> <ul style="list-style-type: none"> <li>a) The aims and provisions of the Scheme and any other local planning scheme operating within the Scheme area.</li> <li>c) Any approved State planning policy.</li> <li>f) Any local planning strategy for this Scheme endorsed by the Commission.</li> <li>g) Any local planning policy for the Scheme area.</li> <li>n) The amenity of the locality including the following: <ul style="list-style-type: none"> <li>(i) Environmental impacts of the development;</li> <li>(ii) The character of the locality; and</li> <li>(iii) Social impacts of the development.</li> </ul> </li> <li>p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.</li> <li>x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.</li> <li>y) Any submissions received on the application.</li> </ul> <p>While deemed clause 67 of TPS 1 is technically not applicable as the development does not require development approval under TPS 1, the range of matters listed in deemed clause 67 are still relevant matters that should be considered in assessing the merits of the development.</p>

<b>Urban forest strategy</b>	<p>This application has the following impacts, in regards to the Town's Urban Forest Strategy.</p> <ul style="list-style-type: none"> <li>While a significant number of trees are being removed as part of the construction of the elevated rail line, the overall project outcome will achieve a net gain in total tree numbers and canopy coverage.</li> </ul>
<b>Integrated transport strategy</b>	<p>This application has the following impacts, in regards to the Town's Integrated Transport Strategy.</p> <ul style="list-style-type: none"> <li>Increasing accessibility and connectivity across the rail corridor and the Town, while also encouraging modal shift to walking, cycling and public transport.</li> </ul>
<b>Local planning strategy</b>	<p>This application has the following impacts, in regards to the Town's Local Planning Strategy.</p> <ul style="list-style-type: none"> <li>METRONET's Victoria Park Canning Level Crossing Removal project provides the catalyst for updates to the Town's Local Planning Framework including precinct structure planning around the new Oats Street station.</li> </ul>
<b>Public open space strategy</b>	<p>This application has the following impacts, in regards to the Town's Public Open Space Strategy.</p> <ul style="list-style-type: none"> <li>The public realm spaces being created on the ground plane underneath the elevated rail line will deliver new public open space areas for Victoria Park and Carlisle, both of which have an identified undersupply of public open space.</li> </ul>

## Compliance assessment

45. Due to the nature of the proposed works (i.e. rail infrastructure and associated works) and the location of the proposed works within a railway reserve, there are no relevant development standards within the statutory planning frameworks to assess the application against (i.e. maximum heights, setbacks, etc.).
46. Instead, the application should be assessed having regard to general planning principles, policies and considerations of orderly and proper planning. The broader alignment of the proposed stations, precincts and public realm with the strategic direction of the Town has been outlined in other sections of this report.

## Strategic alignment

Environment	
Community priority	Intended public value outcome or impact
EN4 - Increasing and improving public open spaces.	<p>The proposed development will result in a substantial new public realm corridor along the elevated rail, underneath and around the viaduct structure.</p> <p>The new public realm will contribute to improved access to public open space for East Victoria Park and Carlisle.</p>
EN5 - Providing facilities that are well-built and well-maintained.	<p>The stations and station precincts will remain the operational responsibility of the PTA, but portions of the public realm beyond the stations are intended to become Town assets in the future.</p>

	The Town has been working with, and will continue to work with, the PTA and METRONET to negotiate outcomes that are favourable to the Town.
EN6 - Improving how people get around the Town.	<p>The project will provide a safe, convenient, interconnected and well-maintained transport network for everyone.</p> <p>Elevating the rail line will improve connectivity across the Railway Reserve, providing new opportunities for cross corridor connector paths to bring together the eastern and western sides of the Railway Reserve.</p>

## Engagement

Internal engagement	
Place Planning	<p>Do not object.</p> <p>Provided technical advice in the preparation of the Town's recommendation to the WAPC (including wording of proposed conditions of approval and advice notes).</p>
Street Improvement	<p>Do not object.</p> <p>Recommended conditions of approval relating to the management of site and/or building works, and final detailed design drawings.</p>
Operations	<p>Do not object.</p> <p>Recommended a condition of approval to ensure proper documentation of trees located on land under the care, control and management of the Town, as opposed to trees within the Railway reserve.</p>
Environmental Health	<p>Do not object.</p> <p>Recommended conditions of approval to manage and mitigate noise impacts related to both site and/or building works, and environmental (i.e. operational) activities.</p>
Building	<p>Do not object.</p> <p>The State Government will be responsible for issuing the building permit through the PTA, not the Town.</p>



Strategic Projects	Do not object
Design Review Panel	<p>The proposal was reviewed by the Town's Design Review Panel at its meeting held on 1 March 2023.</p> <p>Overall, the panel members supported the proposal and the overarching objectives/principles.</p> <p>Full copies of the meeting minutes and the Panel's recommendations are provided as Attachment 15 and Attachment 16.</p>
Mindeera Advisory Group	<p>The proposal was reviewed by the Mindeera Advisory Group at its meeting held on 22 February 2023.</p> <p>A copy of the relevant part of the minutes from the meeting is provided as Attachment 17.</p>
Access and Inclusion Advisory Group	<p>The proposal was reviewed by the Access and Inclusion Advisory Group at its meeting held on 8 March 2023. The relevant comments from the meeting for consideration of this application are summarised below:</p> <ul style="list-style-type: none"> <li>• Consider images on promotion of Metronet that reflect diversity (CaLD, people with disability, seniors and others)</li> <li>• Does this development application include a DDA report on the design and will the group be able to have access to that report?</li> <li>• No toilets proposed at the Carlisle Station. Toilets should be included from the initial opening of the new station.</li> <li>• No toilets provided within the extensive public realm area.</li> </ul>

47. It is noted that the public consultation/community engagement process was undertaken by the WAPC, as the determining authority. The summary below has been compiled using information provided to the Town by the WAPC. Full copies of the online survey responses and written submissions received during the public consultation period are included as Attachment 18 and Attachment 19.

External engagement	
Stakeholders	Landowners and occupiers generally within 200 metres of either side of the rail corridor
Period of engagement	21 days from 15 February 2023 until 8 March 2023
Level of engagement	2. Consult
Methods of engagement	<ul style="list-style-type: none"> <li>• Online survey responses</li> <li>• Written submissions (via email)</li> </ul>



Advertising	<ul style="list-style-type: none"> <li>• Advert in local paper</li> <li>• Letters to owners and occupiers</li> <li>• Notice on Department Planning, Lands and Heritage (DPLH) consultation webpage; including online survey</li> <li>• Notice on Town's website with a link to DPLH consultation page</li> <li>• Physical copy of development application documentation available for viewing at Town's Administration Building</li> </ul>
Submission summary	<ul style="list-style-type: none"> <li>• Total online survey responses received: 86 <ul style="list-style-type: none"> <li>○ Supportive online survey responses: 67 (78% of responses)</li> <li>○ Objecting online survey responses: 19 (22% of responses)</li> </ul> </li> <li>• 10 additional written submissions received via email (including 1 late submission) <ul style="list-style-type: none"> <li>○ Supportive written submissions: 4</li> <li>○ Objecting written submissions: 1</li> <li>○ Written submissions offering comment but not stating a position: 5</li> </ul> </li> </ul>
Key findings	<p>The following were the key themes raised in the online survey responses:</p> <ul style="list-style-type: none"> <li>• Security, safety, lighting and CPTED</li> <li>• Noise concerns (primarily from people using the public realm)</li> <li>• Noise from trains</li> <li>• Materials, station identity, amenity</li> <li>• Station accessibility – including parking, cycle infrastructure and public transport</li> <li>• Suggestions of additional uses within the rail corridor</li> <li>• Public realm activation</li> </ul>

48. As the determining authority, the WAPC is responsible for coordinating engagement with external referral agencies. Comments from the referral agencies, including the Town, are to be provided to the WAPC no later than 7 April 2023. In addition to the referral to the Town, the WAPC will refer the application to several other State Government agencies, including but not limited to:

- Public Transport Authority;
- Office of Government Architect;
- Main Roads Western Australia;
- METRONET; and
- Department of Water and Environmental Regulation.

## Legal Compliance

Not applicable.

## Risk management consideration

Risk impact category	Risk event description	Consequence rating	Likelihood rating	Overall risk level score	Council's risk appetite	Risk treatment option and rationale for actions
Financial	Not applicable					
Environmental	Not applicable					
Health and safety	Not applicable					
Infrastructure/ ICT systems/ utilities	Damage to Town assets during works program if approval is granted and construction proceeds	Minor	Likely	Medium	Medium	ACCEPT risk and ensure approval conditions are in place to 'make good' any damage to Town's assets at applicant's cost.
Legislative compliance	Not applicable					
Reputation	Negative public perception towards the Town if approval recommendation is or is not supported	Minor	Almost Certain	Medium	Low	ACCEPT risk and ensure rationale for Council's decision is documented.
Service delivery	Not applicable					

## Financial implications

<b>Current budget impact</b>	Not applicable.
<b>Future budget impact</b>	<p>The Town may be responsible for the ongoing maintenance and management of portion(s) of the proposed public realm, which will have an impact on future budgets.</p> <p>The Town is currently undertaking negotiations with the METRONET project team on the roles and responsibilities of the various parties for the ongoing maintenance and management of the public realm. This will be the subject of a Maintenance and Management Agreement to be separately agreed to between the Town and the PTA.</p>

## Analysis

49. In assessing this application, the following issues have been identified as requiring consideration:

- Relationship with Surrounding Urban Context;
- Local Street Design;
- Public Realm Design;
- Tree Removal and Landscaping;
- Crime Prevention Through Environmental Design;
- Sustainability;
- Noise Management;
- Maintenance and Management; and
- Comments from the Town's Design Review Panel.

50. Each of these matters is considered below in greater detail.

### Relationship with Surrounding Urban Context

51. The VPLXR project proposes substantial changes to the urban fabric of the Town, providing the opportunity to reconnect the suburbs of Carlisle and East Victoria Park where they have historically been severed by the rail line and through the delivery of substantial public spaces on land that is currently inaccessible to the community.

52. The Town's Local Planning Strategy provides guidance on the outcomes it is seeking to achieve for the Carlisle Station neighbourhood in the following objectives:

- To maximise higher density residential and mixed use development to reinforce and consolidate the neighbourhood centre with the train station precinct.
- *To ensure development enhances and contributes to a high quality public realm and the desired future character for the Carlisle Town Centre and prioritises the safety and convenience of pedestrians and cyclists*
- *To address gaps in the provision of Public Open Space as per the Public Open Space Strategy.*

53. The Town's Local Planning Strategy provides guidance on the outcomes it is seeking to achieve of the Oats Street Station in the following objectives:

- *To maximise higher density residential and mixed use development close to the Oats Street station and high frequency bus services.*
- *To ensure an appropriate transition in built form and scale between future higher density development and surrounding lower scale development.*
- *To address gaps in the provision of Public Open Space as per the Public Open Space Strategy.*

54. The VPCLXR project contributes to achieving the above objectives by providing the catalyst for further planning for maximising higher density residential and mixed-use development within the Carlisle Station and Oats Street Station neighbourhoods. The Town is due to commence Precinct Planning for the Oats Street Station neighborhood in 2023, as a result of funding received from the State Government related to the Western Power easement required through AQUALIFE, which will ensure appropriate transition is made between the METRONET stations and public realm and surrounding urban context. \

55. The VPCLXR project will make a substantial contribution to addressing gaps in the provision of public open space as identified in the Town's Public Open Space strategy (further commentary provided later in this report).

56. In regards to enhancing and contributing to a high quality public realm and prioritising the safety and convenience of pedestrians and cyclists, officers are supportive of the enhancements made within the rail corridor and design solutions that logically connect pedestrian and cycling linkages across the rail corridor to the existing road network. Town officers do however have concerns that the VPCLXR project has failed to extend the intended prioritisation of pedestrians and cyclists or the quality of the public realm to the local streets within the project area and to manage the transition from the project to the wider precinct (for further commentary see Local Street Design).
57. As part of its recommendation, the Town has requested Station Precinct Public Realm Plans showing how the stations integrate with the surrounding Precincts, to be submitted for approval by the WAPC, on the advice of the Town of Victoria Park. The Station Precinct Public Realm Plan for each station will identify how the VPCLXR project will effectively transition and function with its immediate surrounds to meet the principles of METRONET and the objectives of the Town's Local Planning strategy for the Carlisle Town Centre and Oats Street Station neighborhoods.
58. The Town is also requesting that these Station Precinct Public Realm Plans (which can be an amalgamation of the above recommendations; the earlier Preliminary Place Plans prepared by METRONET; and update Station Access Strategies prepared by PTA) include an implementation and funding plan with targeted funding sources such as the recently announced Infrastructure Development Fund and other State level funding sources that enable the delivery of infrastructure for the entire Station Precinct.

## **Local Street Design**

59. The VPCLXR projects removal of level crossings at Mint and Archer Streets and Oats Street provides the opportunity to make modifications to the local street network, that is under the control and responsibility of the Town, to increase amenity and safety for drivers, pedestrians and cyclists crossing these intersections.
60. Civil Road Plans are provided by ALUA detailing the proposed road and intersection modifications (See Attachment 5).
61. The applicant has not provided details of surface treatments, materials, tree planting or landscaping for the local street designs.
62. The applicant describes the key modification to the Mint and Archer Street intersections with Rutland Avenue and Bank Street as follows:
- Increased size of median traffic island with pedestrian cut throughs on Mint Street on approach to intersection with Bank Street;
  - New median island with cut through on Bank Street at intersection with Mint Street;
  - New larger median island under the viaduct with pedestrian cut throughs and a raised wombat crossing;
  - New larger median island with pedestrian cut through on southern section of Rutland Avenue at the intersection with Archer Street; and
  - New larger median island with pedestrian cut through on Archer Street at intersection with Rutland Avenue.
  - All existing movements at the Mint / Archer and Banks Street / Rutland Avenue intersections are maintained as per the existing arrangements.

63. The applicant describes the key modification to the Oats Street intersections with Rutland Avenue and Bank Street as follows:
- *A median traffic island is proposed at the Oats Street and Rutland Avenue intersection to restricting movements to left in/ out for Rutland Avenue (from both directions) onto Oats Street;*
  - *At Oats Street/ Tuckett Street, a small roundabout is proposed to provide access to the existing childcare centre on Rutland Avenue;*
  - *A signalised intersection is proposed at Oats Street and Bank Street, with median traffic islands and pedestrian cut throughs within all medians; and*
  - *A right turn lane from Oats Street into Bank Street is provided.*
64. The applicant contends that the above modifications will enhance pedestrian and cyclist safety whilst the streets will also perform within capacity for vehicle movements.
65. The Town's administration has provided detailed feedback to ALUA and the State Government's agencies on the proposed local street designs, advocating for solutions that maximise alignment with the objectives of the Town's Integrated Transport Strategy.
66. Design elements for the local street designs that reflect Town officer advocacy and are supported include:
- The Archer/Mint Street road design including new bike lanes reflecting the Town's concept designs for this street.
  - Carlisle Station raised pedestrian zebra crossing under the viaduct.
  - Oats Street Station signalised pedestrian crossing under the viaduct.
  - Increased median sizes in some locations capable of providing pedestrian refuge and landscape opportunities.
  - Reduced turning lane length on Oats Street adjacent to the South Metropolitan TAFE campus allowing for the retention of significant street trees.
67. Design solutions advocated for by Town officers that have not materialised in the design as submitted include:
- The reduction in size of the Rutland Avenue and Banks Street intersection with Mint/Archer Streets and Oats Street to support a slower speed environment;
  - The reduction in size of vehicle lane widths to support a slower speed environment and allow for the tightening of intersections;
  - Raised intersections to slow traffic and improve pedestrian safety and ease of access.
  - A raised pedestrian crossing on Mint Street to serve the adjacent primary school;
  - Locations for street tree planting and landscaping treatments that enhance pedestrian amenity;
  - Surface treatments such as paving or red asphalt to encourage slow speed environments;
  - Some medians and splitter islands remain at only 1.5m in width and do not provide sufficient space for safe refuge for a person on a bicycle or with a pram.
  - Town officers have expressed their opposition to the removal of the right-hand turn from Oats Street onto Rutland Avenue;
  - Town officers do not support the size of the proposed roundabout at the intersection of Oats Street and Tuckett Street. It is the Town's view that it is too large.
68. The METRONET Station Precinct Design Guidance states "Movement Priority and Street Design - Local movement and access for pedestrians and cyclists is prioritised within station precincts, with a focus on

the provision of high quality pedestrian and cycling environments". Overall, Town officers are concerned that the local street design, particularly in the case of Oats Street, do not adequately deliver on this vision or the aspirations of the Town's Integrated Transport Strategy, instead maintaining an environment that prioritises the movement of vehicles.

69. Having regard to the above, Officers are satisfied that the local road designs at the Archer and Mint and Oats Street intersections can reach a satisfactory standard through conditions of the development approval and subsequent further collaboration with ALUA to achieve designs that are more consistent with the METRONET projects vision for station precincts and the objectives of the Town's Integrated Transport Strategy.
70. As part of its recommendation, the Town has requested updated Civil Road Plans to be submitted for approval by the WAPC, on the advice of the Town of Victoria Park addressing the following matters:
- The design of Oats Street and Tuckett Street roundabout.
  - The design of the Rutland Avenue and Bank Street as they intersect with Mint Street, Archer Street and Oats Street, with a view to reduce the overall width of these streets and intersections;
  - A Schedule of Materials and Finishes including details of local road treatments within the extent of works;
  - Landscaping details for local roads within the extent of works, including the location, number and type of proposed trees and shrubs and/or tree pit sizes and planting densities.
  - Where hardscaped, all median islands should be paved rather than concreted, to allow for future tree plantings and/or landscaping.

## **Public Realm Design**

71. Town administration staff have worked closely with the METRONET project team and have provided input into the design of the proposed public realm.
72. The Town is supportive of the overall design of the public open space areas within the new public realm for the following reasons:
- The METRONET VPCLXR project aligns with the Town's Public Open Space Strategy (POSS) approach to:
    - Achieving high quality public open spaces; and
    - Providing public open space that is accessible, well designed, has a positive impact on the environment and is resilient and future proof.
  - The Town's POSS notes that the "majority of suburbs have sufficient supply of POS available for the population, with the exception of Carlisle, Lathlain and Victoria Park."
  - The METRONET VPCLXR project will greatly contribute to overcoming the public open space deficiencies in these areas.
73. The Town recognises the stakeholder engagement undertaken by the METRONET project team with key community groups, in developing the design of the public open spaces areas.
74. The Town is supportive of locating the multigenerational space, Mungyte Place, opposite the Harold Hawthorne Community Centre and independent living village, as there is a logical connection.
75. The Town is supportive of the location of the youth spaces adjacent to the South Metropolitan TAFE campus as there is a logical connection.

76. The Town does note however that there is a lack of public toilets in the public realm, especially given the extensive size of the space.
77. As part of its recommendation, the Town has requested that the METRONET project team provide a final Landscape and Urban Design Plan which includes the location of public toilets within the new public realm (see recommended condition 8).

### **Tree Removal and Landscaping**

78. A condition of the METRONET DA1 approval (for the viaduct and early works) requires the applicant to provide an updated Tree Management Plan to the WAPC for approval, on the advice on the Town.
79. The updated Tree Management Plan is required to demonstrate that replacement tree canopy (at maturity) exceeds that of the canopy of the trees removed for the construction of the project. This calculation should be prepared by an independent arborist.
80. As part of this DA2 documentation package, the applicant has provided Civil Corridor Landscape and Urban Design plans (see Attachment 5) which detail trees to be retained or removed and new landscape planting, as well as the overall design and layout of the public realm areas. The applicant's detailed planning report contends that the total package of works (inside and outside the PCA No. 165) will result in the retention of 472 existing trees, the removal of 512 trees and the installation of 942 new trees. The applicant contends that the future canopy coverage at maturity will be approximately 30% of the net site area. This represents an additional 25% canopy coverage from the existing cover, which is only approximately 4.4% of the net site area.
81. As part of its recommendation on this application, the Town is recommending final Landscape Plans to be approved by the WAPC, on the advice of the Town. Requesting this condition will give the Town an opportunity to continue to work with the Metronet project team to ensure acceptable landscaping outcomes in the public realm, that contribute to the Town achieving the objectives of its Urban Forest Strategy.
82. An assessment of the tree survey provided by the applicant, by Town's technical staff, has identified that there may be additional trees being removed, which were not documented by the applicant. In order to address this, an advice note is included in the Officer's recommendation to request that the applicant detail all tree removal on land under the care and control of the Town, separately from tree removal within the application area/Railway Reserve.

### **Crime Prevention Through Environmental Design**

83. The WAPC's Designing Out Crime Planning Guidelines (DOCP Guidelines) were established in 2006 and are intended to be a readily useable, illustrated reference document, which demonstrates 'good' and 'bad' examples of design in the urban environment from a crime prevention perspective.
84. The DOCP Guidelines are currently under review, with a new document, Safer Places by Design: CPTED Guidelines, recently subject to public consultation.
85. The applicant contends that the proposal has regard to CPTED principles in relation to the proposed station designs, station curtilage designs, Kiss and Ride and Park and Ride design, bus stop and bus interchange designs and public realm design.



86. Several design and operational measures are proposed to help maximise the use of public transport, discourage anti-social behavior, promote surveillance and encourage all users to feel safe when using public transport. These measures include but are not limited to:
- Designing to allow for passive surveillance at station entrances.
  - Active surveillance of station entrances with CCTV cameras.
  - Clear sightlines are provided to stairwell and lift entrances, bus interchange and car parks.
  - Security lighting.
  - Vegetation planting being planned to not obstruct clear sightlines.
  - Transparent materials being used where possible in the station design.
87. Safety and anti-social behaviour were a commonly raised issue in the responses received from the community during the public consultation period.
88. In order to ensure CPTED principles are addressed as the project progresses in the detailed design phase, the Town has requested a CPTED report be prepared as a condition of planning approval (to be approved by the WAPC on the advice of the Town). This will allow the Town the opportunity to continue to work with the applicant on CPTED design and achieve an outcome that is acceptable to the Town. The CPTED report is to be prepared for all areas within the project scope, inclusive of the public realm areas.

## **Sustainability**

89. The METRONET Sustainability Strategy 2021 (Sustainability Strategy) aims to create a sustainable legacy for Perth through the planning, design, procurement, and construction of transport infrastructure, train stations and precincts.
90. The applicant contends that the VPCLXR project has had regard to the social, environmental and economic themes of the Sustainability Strategy.
91. The proposed new stations at Carlisle and Oats Street have been designed to achieve a 4 star Green Star (or equivalent) target rating.
92. The applicant contends that the following sustainability initiatives have been incorporated into the development application:
- The designs apply a sustainability approach through the use of passive environmental design measures, responding to local climate and site conditions having regard to orientation, shading, thermal performance and natural ventilation.
  - 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.
  - Utilising low maintenance design opportunities in both the station, public realm and landscape where possible.
  - Achieving tree canopy and urban forest targets for the project.
  - WSUD and landscape principles have been applied to minimise negative impacts on existing natural features and ecological processes. Further, the combination of landscape WSUD, subsoil drainage and grading are designed to avoid the requirement for underground tanks and gross pollutant traps, etc.
  - 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.
  - Minimising hardscapes near train stations whilst maintaining functionality.



- Investigating permeable materials for car parks and plazas with PTA (noting that these do not currently meet PTA standards).
- Incorporating bike storage to reflect the PTA requirements with designs that enable increases in capacity in the future.

93. The sustainability initiatives and targeting of a 4 star Green Star rating are supported by the Town.

## **Noise Management**

94. An Acoustic Assessment has been completed by ALUA (see Attachment 8).

95. The purpose of this report is to assess and determine the level of compliance of the design having regard to surrounding noise-sensitive premises and to ensure that passenger station areas meet appropriate standards having regard to noise and vibration.

96. The applicant contends that the outcomes of these assessments are being used to influence the design and material selection and that further assessment is ongoing as the project moves into the detailed design phase.

97. As part of its recommendation, the Town has requested an Environmental Noise Impact Assessment report to be submitted for approval by the WAPC, on the advice of the Town.

98. The purpose of the Environmental Noise Impact Assessment report is to address (but not be limited to) noise impacts associated with the operational activities of the new stations, as well as noise from the playing courts in the public realm, plus any noise mitigation measures.

99. As part of its recommendation, the Town has also requested a Construction Noise Management Plan to be submitted for approval by the WAPC, on the advice of the Town of Victoria Park.

100. The Construction Management Plan is to address (but not be limited to) noise impacts from construction activities and mitigation measures.

101. Having regard to the above, Officers are satisfied that the matter of noise can be addressed in the future through the conditions of the development approval, to achieve noise impacts that are acceptable.

102. The operational rail noise and vibration for the rail line / viaduct was addressed separately as part of the METRONET Development Application No. 1 which was approved by the WAPC in January 2023.

## **Maintenance and Management**

103. The State Government is funding the construction of the VPLXR project including provision of new public spaces between the station precincts within parts of the existing railway reserve that are currently under the management of the PTA.

104. The State Government intends for the Town to assume responsibility for the ongoing management and maintenance of public spaces and assets under the rail line, where they are not associated with the operation of the rail infrastructure, following a 24-month establishment maintenance period after practical completion of the project.

105. The Town's administration is in ongoing discussions with the State Government's agencies to resolve matters for inclusion in a Maintenance and Management Agreement, between the Public Transport Authority and the Town, that will inform the arrangement.

106. Preliminary discussions recommend the delineation of land and assets to be managed by the PTA and Town generally as follows:

PTA

- Concourses and plazas around the station entry buildings;
- Bus interchange facility adjacent to the Oats Street Train Station;
- Commuter car parks at Carlisle and Oats Street Train Stations
- Viaduct and station platforms; and
- Principle Shared Path where within the station concourses to crossing points.

Town

- Roads and verges generally (including where roads go under the rail infrastructure);
- Principle Shared Path where it is located within the road reserve adjacent to Rutland Avenue; and
- Public realm between station concourses/plazas (inclusive of footpaths, vegetation, playgrounds, furniture, shade structures, recreation equipment, irrigation systems, drainage basins).

107. As part of its recommendation on this application, the Town has included a condition recommending a Management and Maintenance Agreement that will address matters including (but not limited to):

- What Management Order or other legal instruments are required to underpin the Maintenance and Management Agreement.
- Plans clearly denoting the areas and assets under responsibility of the PTA and the Town.
- Requirements for the provision of an Assets Register of all infrastructure elements intended to be managed by the Town including specifications and drawings, accompanying maintenance manuals, anticipated design life and costings appropriate to determine renewal costs and life cycle costs.
- Confirmation of whether and how the Town's Local Laws and Policies apply to the newly formed public places.
- Details of processes for approval for development and works relating to:
  - Development of public facilities (public toilets, playgrounds).
  - Development of land for commercial purposes (new buildings for commercial purposes such as a café).
  - Semi-permanent use of land (the placement of semi-permanent modular structures which may be used for commercial/retail uses such as a container café).
  - Temporary use of land (mobile food vendors or community events).
  - Renewal works.
- Details of the legal and commercial frameworks necessary to facilitate leasable spaces.
- Details of agreed 'levels of service' to be provided by both the Town of Victoria Park and Public Transport Authority for all assets subject to the agreement.
- Details of any equipment and training required to undertake maintenance activities.
- Details of the handover arrangement following practical completion of the project.

108. In reviewing and providing comments on this development application, the Council is being asked to comment on the design and planning merits of the proposal. While details relating to the management, maintenance and costs of the public realm and infrastructure is ordinarily a separate matter outside the scope of the DA2 consideration, there are particular circumstances of this application that distinguish it from other applications.
109. In March 2023 Council considered a planning application in Read Park where the Town was the landowner but not the applicant. In the report considered by Council it was made clear that the management of the use was not a planning consideration and was more appropriately managed through a lease.
110. In the instance of the planning application subject of this report for DA2, there is no mechanism such as a lease by which the Town can control maintenance as the Town is not the landowner however is expected to maintain the public realm. On this basis it is considered pertinent to include a maintenance condition.
111. The WAPC has also provided advice to the Town to include a condition of approval relating to maintenance and has itself included such conditions on similar planning approvals.
112. A recommendation from the Council for approval of the development does not obligate the Town to take on the management and maintenance of the infrastructure.

#### **Comment from the Town's Design Review Panel**

113. Attachment 15 contains the Minutes of the Town's Design Review Panel meeting on 1 March 2023 when the item was discussed. Attachment 16 contains a summary of the Panel's position on the application and recommendations that require further attention.
114. The Panel's overview and conclusion of the proposal, as detailed in Attachment 16, is as follows:

*"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).*

*Conclusion - The Panel supports 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 5 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 requires 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."*

115. The DRP's comments contain a number of detailed design recommendations, with key recommendations including the following:

- Installation of an escalator at Carlisle Station from day one for ease of use and to facilitate growth of transit patronage
- Further investigate adequacy of sun, wind and rain protection on station platforms and at bus shelters and ensure adequate protected places for passengers.
- 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.
- 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.

116. To ensure the comments of the Town's Design Review Panel are given due consideration in the approval process and further design development, Parts B and C of the recommendation requires the WAPC and State Design Review Panel to be provided with the comments and recommendations from the Town's DRP.

## Conclusion

117. A development application has been submitted to the Town, on behalf of METRONET, for two proposed new train stations at Carlisle and Oats Street, as well as new precincts around the two stations and new public realm and landscaping underneath the elevated rail line.

118. The Town is supportive of the proposed application. The Town's support is based on the information outlined in this report. Some of the key considerations in the Town supporting the proposed application are outlined below:

- The VPCLXR project will make a substantial contribution to addressing gaps in the provision of public open space as identified in the Town's Public Open Space strategy.
- The VPCLXR project contributes to achieving the objectives of the Town's Local Planning Strategy by providing the catalyst for further planning for maximising higher density residential and mixed-use development within the Carlisle Station and Oats Street Station neighbourhoods. The Town is due to commence Precinct Planning for the Oats Street Station neighborhood in 2023, which will ensure appropriate transition is made between the METRONET stations and public realm and surrounding urban context.
- The VPCLXR project will achieve an overall net gain in total tree numbers and canopy coverage provided across the project area, which will contribute to the Town achieving the objectives of its Urban Forest Strategy.
- Officers are satisfied that the VPCLXR project can achieve local road and intersection designs of a satisfactory standard through conditions of the development approval and subsequent further

collaboration with the METRONET project team to achieve designs that are aligned with the objectives of the Town's Integrated Transport Strategy.

119. The Town is satisfied that any outstanding matters will be able to be addressed with the METRONET project team through the conditions of approval.

120. Having regard to the above, it is recommended that the WAPC approve the development application subject to conditions.

## **Relevant documents**

Not applicable.

## **10 Public question time**

## **11 Public statement time**

## **12 Meeting closed to the public**

### **12.1 Matters for which the meeting may be closed**

#### **12.1.1 CEO Request for Contract Extension**

### **12.2 Public reading of resolutions which may be made public**

## **13 Closure**