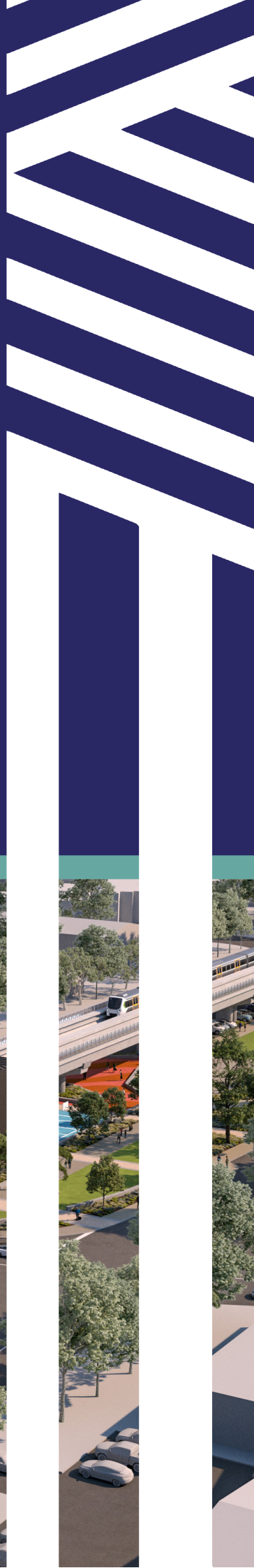


**VICTORIA PARK TO CANNING  
LEVEL CROSSING REMOVAL PROGRAM**

**DA 2 SUBMISSION – FACT SHEET  
WHARF STREET PACKAGE**



**ARMADALE LINE UPGRADE ALLIANCE**





## 1. Development Application Information

- Development Approval (also referred to as Planning Approval) is a legal process that provides permission for a specified use or development to occur on a particular piece of land. It is obtained by submitting a Development Application (DA) to the relevant decision-making body with delegated authority.
- In this case, the applicant is the Public Transport Authority with the Armadale Line Upgrade Alliance (the Alliance). The Department of Planning, Lands and Heritage assess the application and the WA Planning Commission is the determining body.
- While Local Governments are not the delegated authority to approve, they will receive copies and are expected to make recommendations on the project's development applications. They have worked collaboratively with METRONET through planning and design phases in the development of the proposals and designs submitted within it.
- Community members can also comment on the development application by making a submission during the 21-day public advertising period. For dates and details visit: <https://www.wa.gov.au/metronet-station-development-projects>
- This application is the second for development aspects within the City of Canning section of the METRONET Victoria Park-Canning Level Removal Project, following the Viaduct Construction Development Application submitted in October 2022. See more information here <https://consultation.dplh.wa.gov.au/strategy-and-engagement/victoria-park-canning-level-crossing-removal/>
- For more information contact 9326 3666 or [LXR@dplh.wa.gov.au](mailto:LXR@dplh.wa.gov.au)

### 1.1 Design Process

- The project's design process began with the METRONET Preliminary Place Plans, informed by early community consultation in the planning phase, and a Scope of Works brief.
- Further high-level concept designs based on these were workshopped and refined incorporating local government, community reference group and broader community feedback on design and use of public space around the stations.
- Final Place Plans, architectural and landscape plans have also been subject to design review processes with the State Design Review Panel and the Design Working Group with members from the Office of the Government Architect and METRONET.

### 1.2 Station Designs

- Station designs have been planned to provide flexibility and adaptability for future PTA requirements (such as escalators), without the need for major modifications.
- Good build quality in the train stations will be achieved by using durable materials, finishes, elements and systems that are easy to maintain and weather well over time.
- Architectural product selections and details have focussed on resilience to wear, and tear expected from intended use, upgrade ease and maintenance minimisation.

### 1.2.2 Queens Park Station

- This elevated station will be relocated further north to improve accessibility and connectivity.
- It will have two ground level entrances for easy access from public spaces and parking.
- 90 all day parking bays, including ACROD and EV charging bays. Separate short term drop off parking, with universal access and taxi bay parking.
- Secure storage for 28 bicycles will be included.
- Four lifts (two for each platform) will be included.
- Platform canopies will provide weather protection for passengers.

### 1.2.3 Cannington Station

- This elevated station will remain in the same location and be a staffed station.
- It will operate a bus interchange with 16 bays for pick-up and drop-off.
- It includes two lifts and internal escalators.
- 295 all day parking bays, with ACROD and EV charging bays are included. Separate short-term drop-off parking, with universal access and taxi bay parking.
- A kiosk opening to the public space and secure storage for 96 bicycles will be included.

## 1.3 Public Space Design

- The vision for the project is to create a new city park over 6 hectares, to bring back nature-based parklands and reconnect surrounding communities.
- The design of the public space has involved extensive community and stakeholder engagement to help shape the look, feel and function of the spaces.
- The Armadale Line Upgrade Alliance (the Alliance) built on the early community engagement outcomes of METRONET with the preparation of early concept designs which were then refined and developed with more involved community engagement.
- Community engagement included directing feedback to reference designs and a survey on the MySay Transport website; Community Reference Groups (CRGs) workshops; pop up information booths; and targeted consultation with local governments, schools, community groups and key stakeholders.
- Some public space design outcomes within the City of Canning include:
  - A youth plaza incorporating a skate area, and seating opposite Cannington Leisureplex.
  - A climbing space within the Cannington Station Plaza.
  - A fully fenced dog park with designated areas for low and high energy dogs, including agility equipment, water fountain and picnic tables, north of Hamilton Street.
  - A quiet space for reflection a boardwalk and public art connecting Queen Park Station to Treasure Road.
  - An education space demonstrating waterwise design close to St Joseph's and St Norbert Colleges.
  - Play spaces including nature play and an adventure play space.
  - A community hub with large lawn spaces, seating and BBQ facilities.

### 1.3.2 Public Art

- Public art opportunities have been identified to celebrate cultural narratives in abstract ways around place, people, and events – with consideration to the METRONET's Gnarla Biddi Aboriginal Engagement Strategy.
- Public art applications will also pay respect to rail history, art education, place activation and storytelling.
- Art will also be integrated into screenings, embankment walls, retaining and noise walls, piers and bus shelters.

### 1.3.3 Principal Shared Paths

- Principal shared paths have been carefully considered in consultation with Main Roads WA and the Department of Transport to integrate well with public spaces and pass the train stations. A shared path strategy has been carefully tailored to control speeds and maximise safety.
- Existing path alignment on the eastern side (Rutland Avenue) will be maintained and unchanged wherever possible.
- The Principal Shared Path will remain on the eastern side of the rail corridor to minimise interactions with cars and buses. The Cannington Bus Interchange and car park access at each station will be on the western side. At Hamilton Street and Wharf Street crossings, the Principal Shared Path will be reconfigured to slow cyclists to safely cross these streets through traffic signals. Local traffic calming will also be provided where the PSP crosses Hamilton and Wharf St.
- Incremental speed reduction will be introduced to achieve slowing down from 30, to 20 and then 10Km/hr speeds, as well as path colour change, tactile cues and line markings to slow cyclists approaching crossings and plaza entries.

### 1.3.4 Landscaping

- The project aims to build train stations within a park, rather than parks between stations, under three key principles:
  - Collective: Unifying native corridor trees.
  - Connected: Creating sense of place through vegetation.
  - Specific: Using signifier tree species that reinforce identity and orientation.
- Overarching goals include:
  - Increasing canopy cover
  - Using plantings to reinforce design, with planting palettes per location.
  - Showcasing WA's unique wildflowers
  - Immersing self in nature
  - Retaining existing mature trees where possible.
- Local Governments have been consulted on tree retention and planting strategies with consideration of their urban forest strategies and tree registers.

- Around 1000 new trees are planned to be planted within the rail corridor of the City of Canning.
- Environmental factors such as water and soil management, ground and site conditions, solar access, micro-climate tree canopy, urban heat island impacts, habitat creation and preservation of green infrastructure have also been incorporated in the landscape design.
- Native planting will be used to define character and promote biodiversity.
- New landscaping will include a combination of native trees, low shrubs, ground covers and lawn.
- Tree species will be chosen in consultation with local governments and local nursery specialists.

## 1.4 Community Safety

- The project has engaged a Security Design Working Group with members including community safety officers from local government, WA Police, Transperth, the Public Transport Authority security team and expert security design consultants.
- The working group has used a framework of Crime Prevention Through Environmental Design (CPTED) with consideration of how the space will be used and community expectations.
- The group has collaboratively worked on identification, assessment, and treatment of risks within the whole project area and in key hot spots.
- Some CPTED safety measure in the station and public space designs include:
  - new spaces beside and under the viaduct designed to encourage activity (ie playgrounds, youth plazas, event spaces, recreational equipment, seating areas etc).
  - a lighting strategy to ensure all accessible areas are well lit at appropriate times and aligned with safe routes, such as shared paths after stations close.
  - the design of busways and vehicle drop-offs have been configured to aid connectivity to the train stations in a safe and legible manner.
  - opportunities for passive surveillance will be maximised by providing clearly defined spaces with well-lit secure access points.
  - landscaping to ensure appropriate species are used and do no impact sightlines or create concealed areas.
  - Security fencing is proposed to restrict access to maintenance areas or at grade areas of the rail line where the public is not permitted.
  - CCTV coverage to station, car parking and there connecting pathways to deter antisocial and criminal activities, provide support to remote CCTV operators and audit trail post incident.
  - limiting surfaces suitable for 'tagging' such as dark and textured brickwork or using surfaces such as glazing for easy cleaning.
  - Providing feature artwork murals to key abutment and retaining wall surfaces.

## 1.5 Sustainability Initiatives

- The Queens Park Station is being designed to achieve a four-star Green Star rating, and Cannington Station is being designed to achieve a five-star rating both for design and 'as built'.
- Passive environmental design measures will be used to respond to local climate and site conditions regarding orientation, shading, thermal performance, and natural ventilation.
- Landscape principles have been applied to minimise negative impacts on existing natural features and ecological processes.
- Reduced reliance on technology for heating and cooling will minimise energy use, resource consumption and operating costs over the life cycle of the project.
- The use of sustainable construction materials, recycling, good waste management practices, re-use of materials and existing structures, harnessing of renewable energy sources, and total water cycle management will also be incorporated, where applicable.