

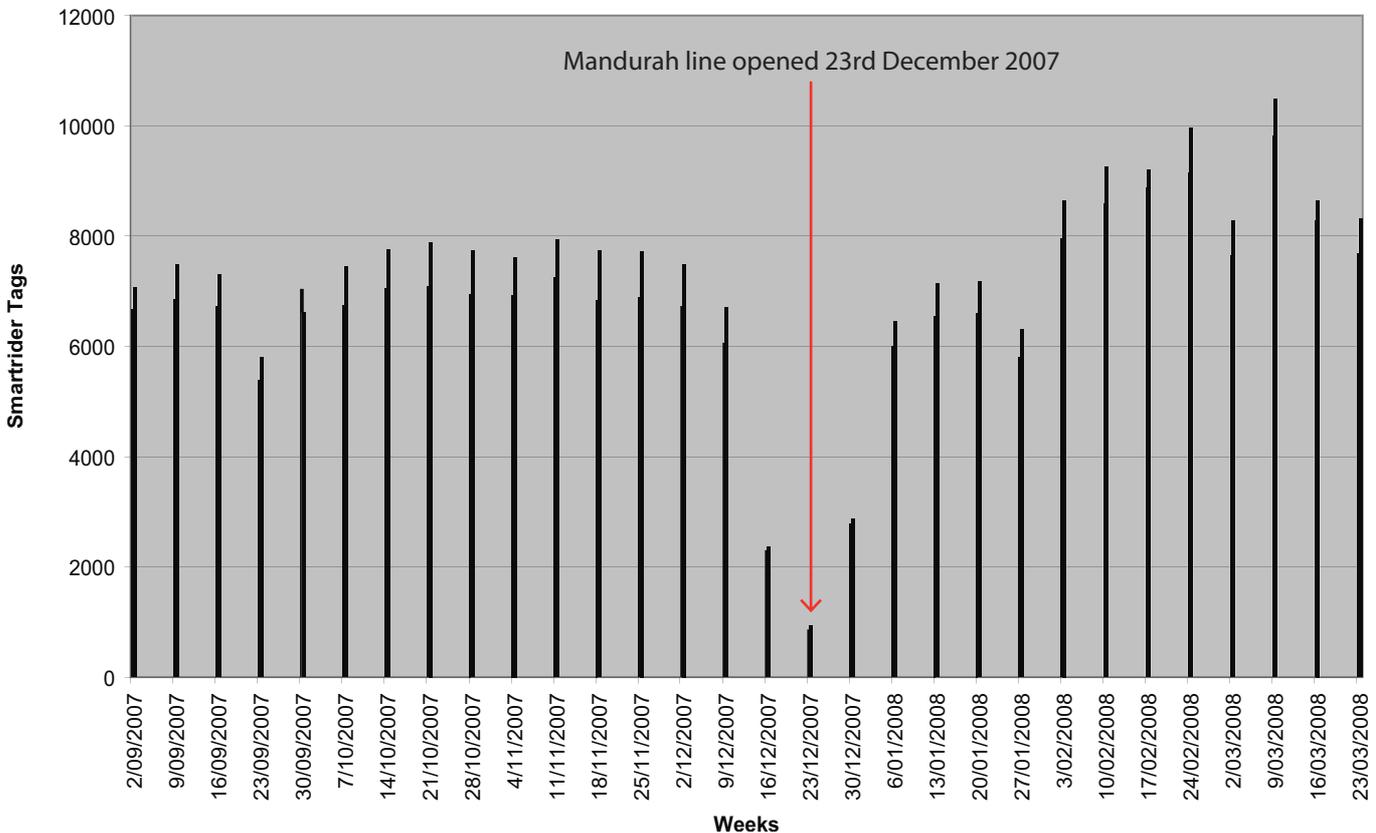
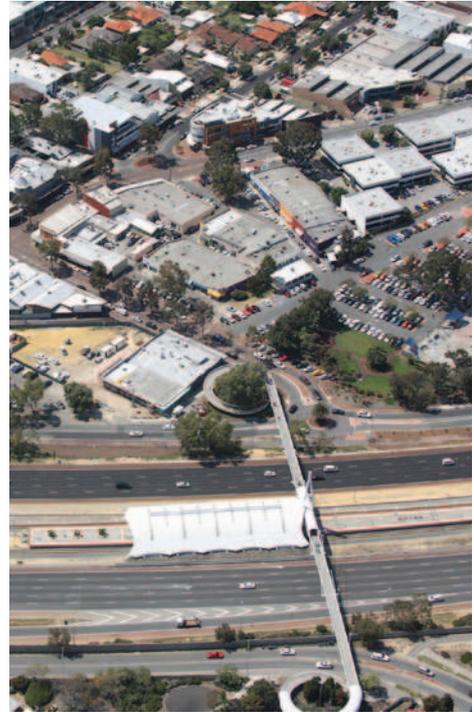
2.0 site analysis

2.2 Train Station Operations

The graph below shows the boarding trends at Leederville train station over a 32 week period between 2 September 2007 and 23 March 2008, using the recorded number of Smartrider 'tags' made at the station each week. There is a noticeable increase in patronage after the opening of the Mandurah line on 23 December 2007, however, these numbers are still relatively low in comparison to other stations where a greater diversity and number of housing options are offered in conjunction with a range of retailing and business opportunities.

The Station Precinct area contains a mix of low, medium and high density residential developments, commercial and light industrial businesses as well as hospitality, retail and entertainment uses, but currently does not have the densities required for a truly successful transit oriented development (TOD).

The Subi Centro project by the Subiaco Redevelopment Authority is one example where the redevelopment of land concentrated around a train station (Subiaco) has injected more than 1000 new dwellings, an additional 50,000m² of commercial floor space, provided jobs for over 3000 new employees, and nearly tripled station patronage. A successful TOD like this maximises housing and employment opportunities within walkable distance of a public transit node, creates a mixed use community where walking and cycling is encouraged, and achieves a reduction in the number of car trips. The Subiaco model is one that could be used for the Leederville Precinct.



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2.3 Surrounding Redevelopment Context

There are currently 4 proposed urban regeneration projects within an 800 metre radius of the Leederville Train Station. All contain a mix of uses and entail a large increase in residential density in the area. Although some of these urban regeneration areas are outside the immediate catchment of the Leederville train station, due to their scale they have the potential to impact significantly on the Leederville Station Precinct. These projects are summarised below and, together, they provide a snapshot of the surrounding redevelopment context to the study.

1. Perth Stadium

A new 60,000 seat stadium to replace the existing Subiaco Stadium. Surrounding the stadium are mixed use developments and new landscape features. The draft stadium masterplan includes additional crossings over the rail line and provides for the redevelopment of the West Leederville Train Station and a new bus terminal. The Perth Stadium is a State Government initiative to be implemented by the Subiaco Redevelopment Authority (SRA) once boundaries have been extended.

2. Leederville Masterplan

The Leederville Masterplan, within the Town of Vincent, aims to increase the density of the area while maintaining and increasing the mix of uses and 'feel' of the area. A new civic square and mixed use tower is proposed for the Oxford Street reserve site, less than 100 metres from the train station. The Leederville masterplan is an initiative of, and is being implemented by, the Town of Vincent.

3. West Perth Regeneration

The proposal for this part of the Town of Vincent, currently occupied by showrooms and light industrial businesses, is for a high density mix of residential and commercial developments. Included in the proposal is a new pedestrian link across the Freeway. The West Perth Regeneration Project is an initiative of the Town of Vincent.

4. City West Precinct

Redevelopment opportunities are being considered by landowners in this area, in consultation with the City of Perth. The City of Perth is also reviewing plot ratio and building heights which will influence the redevelopment of this area



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