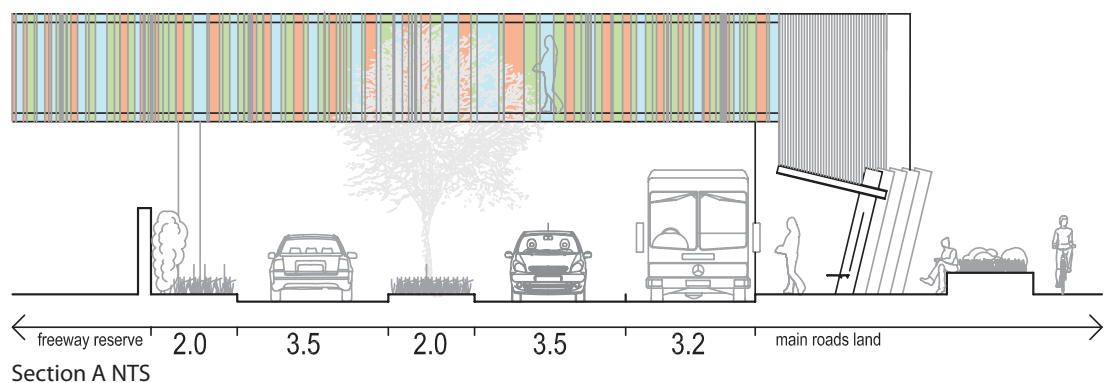


3.0 redevelopment scenarios

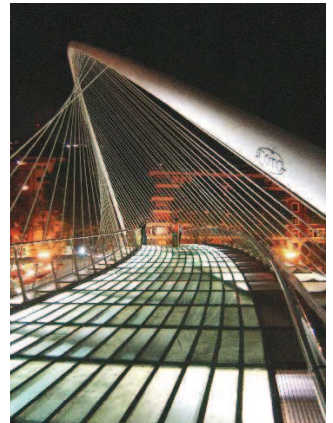
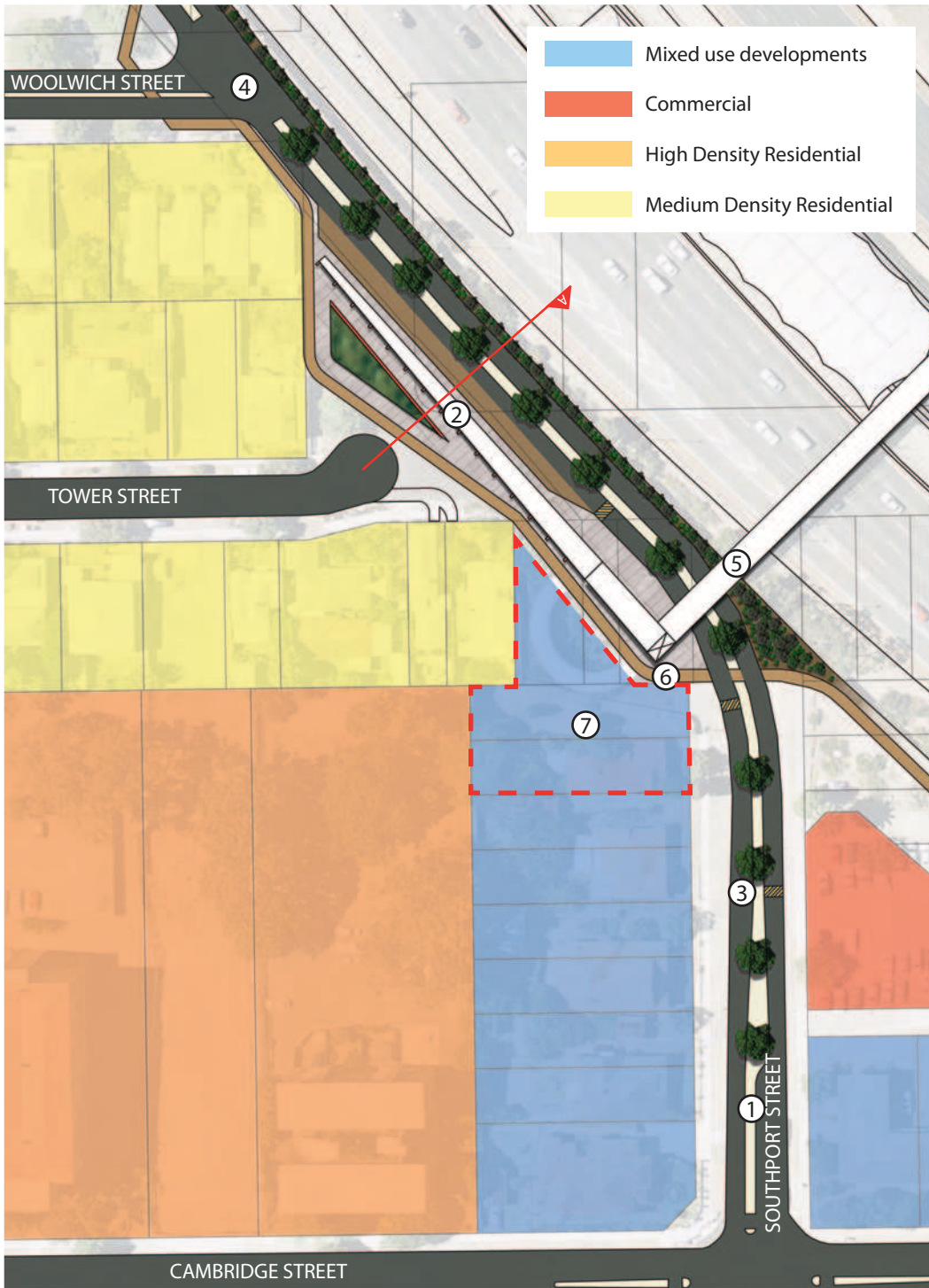
3.5 Leederville Station Concept - Southport Street - 97 Bus Route Option D

A schematic design for the Southport Street pedestrian connection to the Leederville Train Station, the Number 97 Bus Route Option D, has been prepared and includes the following elements:

- 1 • Improved streetscaping on Southport Street.
 - Street trees provide a sense of enclosure and can increase perceived pedestrian comfort and safety.
- 2 • New pick-up/drop-off facility
 - Bus stop for proposed extension (Option D) to the 97 bus route (Subiaco Shuttle)
 - Full length climate protection for pick-up/drop-off and bus patrons.
 - Low level landscaping provides a perception of separation for the Tower Street residential area whilst maintaining visual surveillance over the area.
- 3 • Traffic on Southport Street to be calmed from Cambridge Street to Woolwich Street.
- 4 • Woolwich Street could be opened to Southport Street to allow a proposed new bus route if that option is preferred. This will also reduce the 'freeway on-ramp' appearance that Southport Street currently has.
- 5 • New wider and fully enclosed pedestrian overpass.
 - Train station upgrades including revised vertical access (a lift and stairs), security improvements and additional services, such as a kiosk on the platform.
- 6 • Existing cycle path re-routed around proposed new bus stop and pick-up/drop-off facility. Bike storage facilities incorporated into landscaped area.
- 7 • Balance of MRWA land to be developed into mixed use development with the possibility that profits from this be directed into bridge/station redevelopment.



3.0 redevelopment scenarios



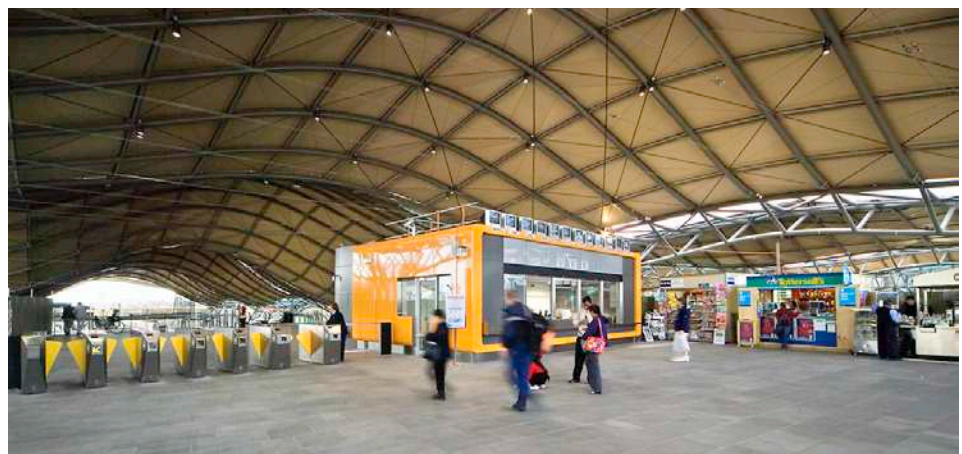
Examples of innovative pedestrian bridges. Although they are not fully enclosed they provide a comfortable and attractive pedestrian route. In addition, they are iconic.

3.6 Leederville Station Concept - Southport Street - 97 Bus Route Option G

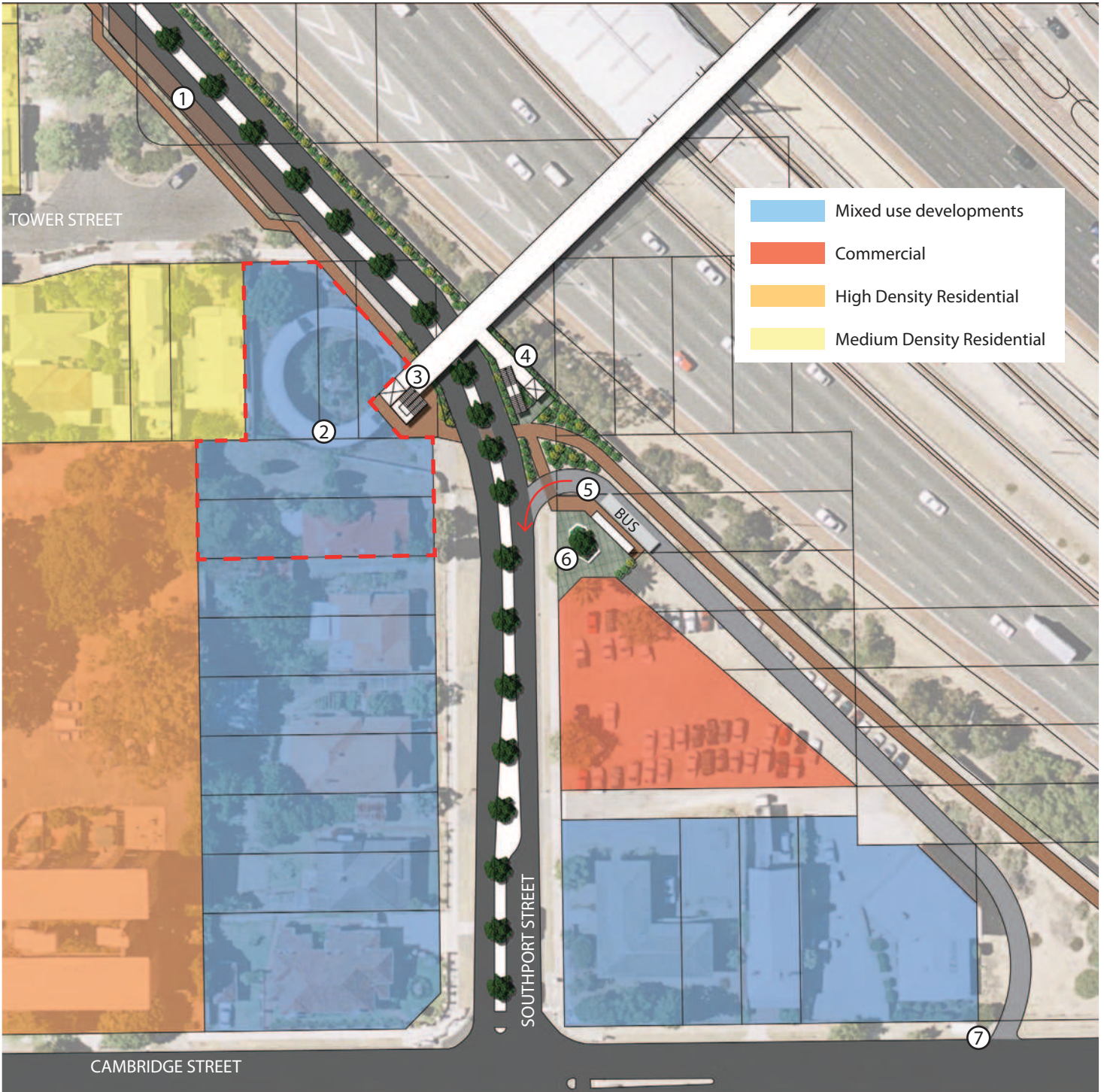


An alternative design for the Southport Street pedestrian connection to the Leederville Station incorporates the Number 97 Bus Route Option G and includes the following elements:

- 1 • New pick-up/drop-off facility
- 2 • Potential new mixed use/commercial tower on prime corner site currently occupied by spiral ramp for pedestrian overpass access (MRWA land) with the possibility that profits from the sale of this land be directed into bridge/station redevelopment. Vehicular access and parking to be provided from the rear of the site via a possible new rear laneway.
- 3 • Pedestrian access to western side of Southport Street. New wider and fully enclosed pedestrian overpass. Vertical access via stairs and a lift. Open style landscaping at the base of the stairs and lift to increase pedestrian safety.
 - Train station upgrades including revised vertical access (a lift and stairs), security improvements and additional services, such as a kiosk on the platform.
 - Existing cycle path re-routed around proposed new bus stop and pick-up/drop-off facility. Bike storage facilities incorporated into landscaped area.
- 4 • Pedestrian access to eastern side of Southport Street. New wider and fully enclosed pedestrian overpass. Vertical access via stairs and a lift. Open style landscaping at the base of the stairs and lift to increase pedestrian safety.
 - Train station upgrades including revised vertical access (a lift and stairs), security improvements and additional services, such as a kiosk on the platform.
- 5 • Bus stop for proposed extension to the 97 bus route (Option G)
- 6 • Open forecourt to proposed new commercial building. Open style landscaping to improve pedestrian safety and allow passive surveillance of the proposed bus stop from the building and street.



Southern Cross Train Station - A mix of uses on the train station concourse.



3.0 redevelopment scenarios

3.7 Leederville Station Concept - Oxford Street



A schematic design for the Oxford Street pedestrian connection to the Leederville Train Station includes the following elements:

- 1 • New wider and fully enclosed pedestrian overpass.
 - Train station upgrades including revised vertical access (stairs and elevator), security improvements and additional services, such as a kiosk on the platform.
- 2 New Train Station Access Option 1
 - New pick-up/drop-off facility
 - Bus stop for future bus services (the 'Inner Collar')
 - Full length climate protection for pick-up/drop-off facility and bus patrons. Vertical circulation via stairs and lift.
 - Sound/art wall separates facility from the freeway noise
 - Open landscaping increases perceived pedestrian safety.
 - Existing cycle route diverted around the new facility. Bicycle storage incorporated into new facility.
- 3 New Train Station Access Option 2
 - The proposed connection of the new pedestrian overpass and the proposed new civic square/mixed use tower will activate the area and allow pedestrians to exit the train station facility with increased security.
 - The overpass marks the end of the Oxford Street cafe strip and increases the visibility of the train station access.
 - Pick-up/drop-off and a future bus stop replacing car bays currently on Oxford Street with direct connection to the proposed new civic square and train station access.
 - An alternative option is an at-grade pedestrian crossing of Oxford Street
- 4 • New commercial leasehold of Main Roads WA land created through the re-routing of the pedestrian overpass and associated vertical circulation. This can occur regardless of the option chosen, as both options remove the current spiral ramp.
 - This site has a prime corner position and is approximately 650sqm.
 - Service vehicle access to the Kailis site has been maintained.

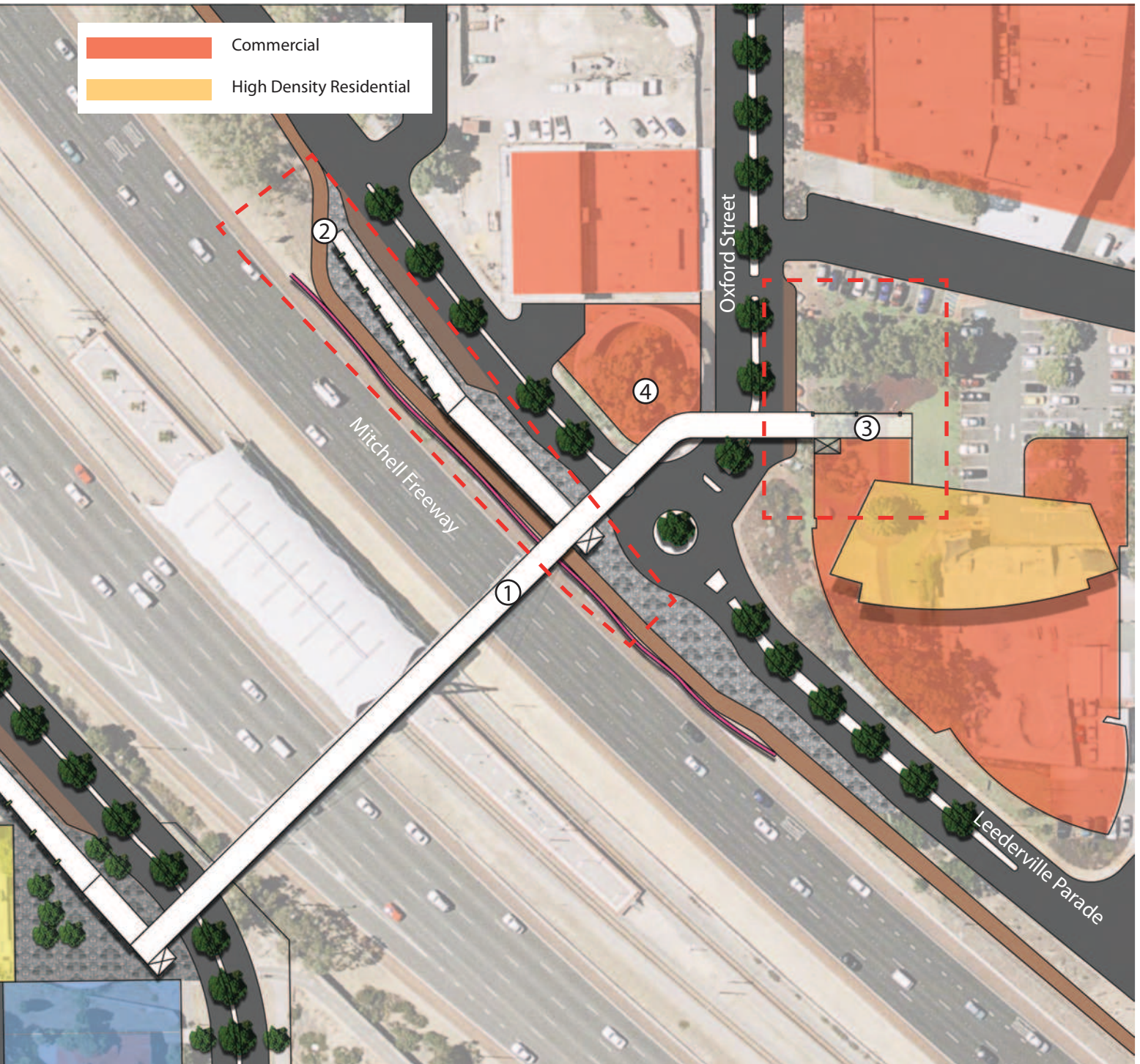
Aspirational Pedestrian Overpass - Iconic.



Civic Square provides good passive surveillance



3.0 redevelopment scenarios



3.0 redevelopment scenarios

3.8 Car Parking Provisions

The Town of Cambridge's Transport, Access and Parking Policy specifies the number of parking bays required for non-residential development. The following is an extract from this policy:

Land Use	Number of car parking bays
Local shop	1 per 15m ² net floor area (minimum 3 bays)
Shop	1 per 15m ² net floor area (minimum 3 bays)
Showroom	1 per 40m ² (minimum 3 bays/tenancy)
Office/Administration	1 per 30m ² (minimum 3 bays/tenancy)
Consulting Rooms	4 bays for every consulting room

The Council can approve a greater number of bays than specified above and cash-in-lieu of parking may be considered by Council where developments have a shortfall of parking.

One of the main deficiencies with this policy is that there is no differentiation in the car parking requirements for development in proximity to a train station.

The following is an extract from the Town of Vincent's Parking and Access Policy, as it relates to car parking requirements:

Land Use	Number of car parking bays
Retail Premises - Local shop	1 per 15m ² net floor area
Retail Premises - Restricted	1 per 15m ² net floor area
Retail Premises - Shop	1 per 15m ²
Showroom	3 per first 200m ² gross floor area thereafter 1 per 100m ² (or part thereof)
Office	1 per 50m ² net floor area
Consulting Room	3 per consulting room
Medical Centre	3 per consulting room

These parking requirements result in less car parking than is required by the Town of Cambridge. Furthermore, the Town of Vincent's car parking requirement may be reduced for development within 400 metres or 800 metres of a rail station (a 20% to 15% reduction, respectively).

It is recommended that new car parking standards be introduced for the Leederville Station Precinct, defined by an 800 metre walkable distance from the station and encompassing land within both the Towns of Vincent and Cambridge.

The car parking standards should prescribe the number of car parking bays required for commercial and retail related land uses within the Station Precinct and a maximum on-site parking requirement, with particular emphasis on minimising off-street parking and encouraging cash-in-lieu of car parking bays being provided on-site.



Innovative and attractive screening over public car parks.



Integrated carpark (screened) and ground floor commercial element.



Innovative and attractive screening over public car parks.

3.0 redevelopment scenarios

The following car parking standards are recommended for inclusion in the Town of Cambridge and Town of Vincent Planning Schemes:

Land Use	Number of car parking bays	Maximum number of on-site car parking bays	Cash-in-lieu of providing on-site car parking bays
Office	1 per 40m ² net floor area	20% of minimum car parking bay requirement	The shortfall of car parking bays shall be met by way of contribution of money at a rate per bay equal to the parking contribution.
Shop	1 per 20m ² net floor area		
Consulting rooms	2 per consulting room		
Medical Centre	2 per practitioner		
Showroom	1 per 100m ² net floor area		

These car parking standards provide for a slight reduction in the total number of car parking bays than are currently required in both schemes, whilst still providing a sufficient amount of car bays on-site and a cash contribution in trust to the Councils for future public parking facilities in the locality. If the car parking requirement was reduced even further, then there would be a corresponding reduction in the cash contribution towards the public parking facilities. Given that the Town of Cambridge, in particular, has no land set aside for public car parking in the Leederville Station Precinct, the cash contribution will need to cover the cost of purchasing land for the purpose of a public car park, as well as constructing the car parking bays.

Provisions should also be included in the Scheme or Policy Manual which provide for the amount paid to the Councils in parking contributions to be held in a separate trust account and applied by the Council for provision of public parking facilities and could partially fund the capital costs of a public transport service to the Station Precinct which encourages a reduction in the use of or demand for parking facilities. Furthermore, the cost of providing a car parking bay may take into consideration the market value of the land required for the parking bay and necessary access and manoeuvring space, the type of structure required and other improvements (including landscaping, kerbing, drainage and lighting).

The advantages of public parking is that the Council determines the pricing and the length of time for parking (short term or all-day) based on community planning outcomes and not merely financial return.

Short term car parking strategy

Utilise cash contributions to provide on-street car parking bays, signage, parking meters and fund public transport capital costs which services the area and encourages a reduction in the use or demand for parking facilities in the area. This is similar to what occurs in the Subiaco Redevelopment Area and is provided for in the Subiaco Redevelopment Scheme and in the City of Fremantle LPS.

Medium term car parking strategy

Utilise cash contributions to purchase land for future public car parking facility and develop at-grade car park.

Long term car parking strategy

Utilise cash contributions to develop multi-level car park or purchase equity in joint venture mixed use development incorporating public car parking.

3.0 redevelopment scenarios

3.9 Public Parking Provisions

- ● ● ● ● Suitable Site
- Developable Site - no significant buildings on site.
- Potential Redevelopment Site
- New Development on Site

As part of the medium to long term parking strategy, two sites on the Town of Cambridge side have been recommended for possible acquisition or development through joint venture arrangements for a public parking facility.

The criteria for selecting sites for a future public car park are based on the following;

- The area required for a multistorey car park with 250 - 300 car bays needs to be approximately 1500 to 2000sqm
- Areas with high visibility (for example, corner sites or sites facing a major road) should not be used unless the car parking component has a high level of architectural innovation.
- Sites that are currently underdeveloped, are not in good condition or have not had any work carried out on them recently are more attractive than sites with new buildings or newly redeveloped buildings.

A multistorey car park needs to have an 'active frontage', where the street edge of the building is sleeved with commercial elements.

The Town of Cambridge has a number of options for the successful development of this public car parking facility:

1. Purchase land and develop the car park itself. Development funds recouped through the leasing/sale of commercial space, sale of residential dwellings and from the fees charged to the public for parking.
2. Purchase land and create a leasehold joint venture with a private developer. In time the car park can revert to council control.
3. Enforce guidelines on the site to ensure that any development (undertaken by a private developer) contains the required car parking element as a condition of the DA.
4. Use funds from 'Cash in Lieu' developer contributions to purchase land and construct a car park.

Option 1 has higher financial risks for the council, option 2 has less financial risks, and option 3 presents difficulties of enforcement of development conditions. Option 4 is a low risk option.

Any potential traffic impacts would need to be further investigated, including the need for traffic control devices and access modifications at the Oxford Close/Railway Parade intersections.



3.0 redevelopment scenarios



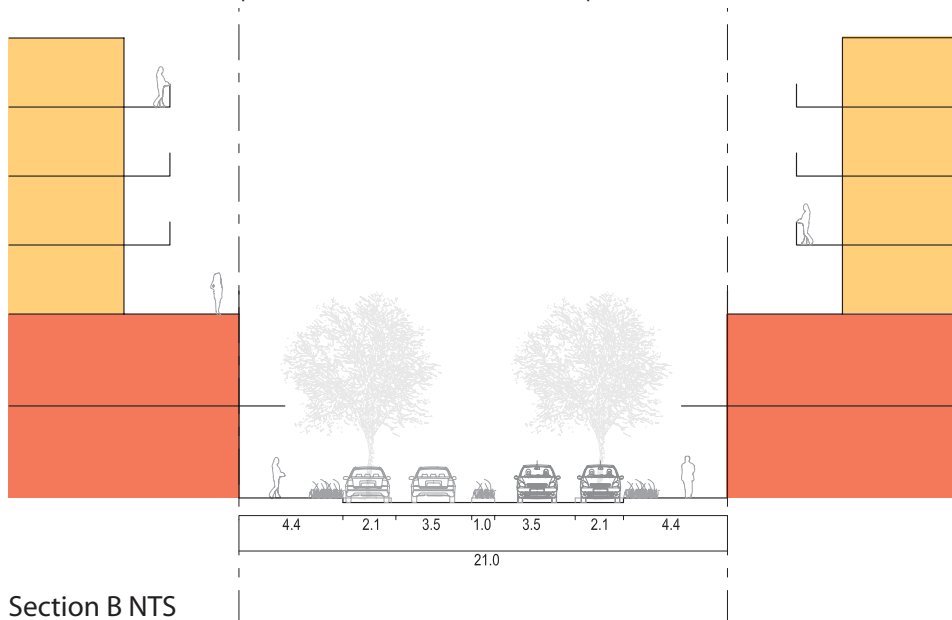
3.0 redevelopment scenarios

3.10 Streetscapes



Southport Street

- Street parking to be kept as parallel. Not suited to 90° or angled parking due to the amount of traffic moving down the street and potential danger when reversing. Crossovers to be installed in lieu of bays only where absolutely necessary.
- Wide verges allow landscaping and street trees to be planted.
- Safe pedestrian crossing points to be located regularly.
- New developments to be built to the street edge.
- Mixed use preferred through most of the area, with commercial on the Railway Parade corner.
- Vehicle access to developments to be from the rear as much as possible.



Section B NTS

- Commercial
- High Density Residential

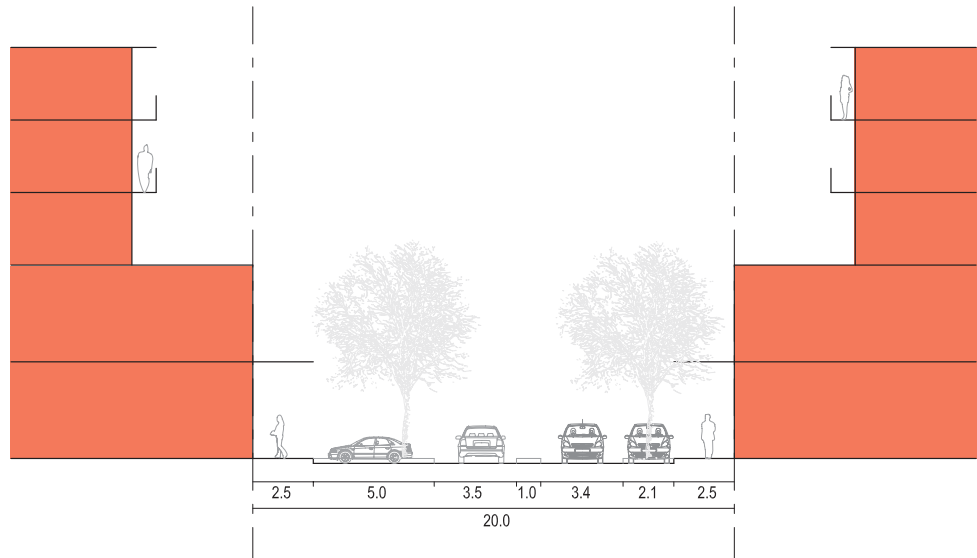


3.0 redevelopment scenarios



Oxford Close

- 90° parking on western side of the street and parallel on the eastern side. Crossovers where required in place of parking bays.
- Al fresco dining can occur on wider footpaths on corners and between 90° bays. Street trees and landscaping to occur where the footpath widens.
- A turnaround facility located at the northern end of Oxford Close.
- New developments to be built to the street edge with awnings or other covers over the footpath.
- Vehicle access to developments to be from the rear as much as possible.



Section C NTS

Commercial

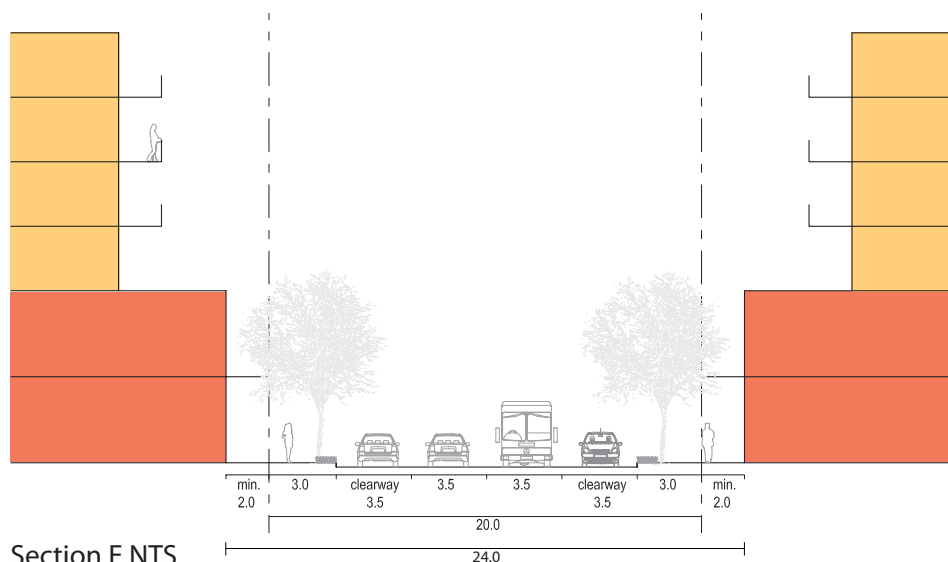


3.0 redevelopment scenarios

3.10 Streetscapes

Cambridge Street

- Similar to current arrangement.
- Median strips to be installed at regular intervals to encourage safe pedestrian crossings
- Buildings to be set back a minimum of 2m from the street edge. The area created by this setback is to be landscaped or used to widen the footpath, with levels to be maintained the same as the adjoining verge for pedestrian safety and comfort, and tree canopies.
- Street trees and appropriate landscaping verges to be installed on the verge.



Section E NTS

- Commercial
- High Density Residential






3.0 redevelopment scenarios



3.0 redevelopment scenarios

3.11 Laneways

-  Existing laneway widened
-  Existing lane/street
-  Proposed new/extended laneway

The reintroduction of rear laneways to the precinct will improve conditions for both pedestrians and vehicles along Southport Street, Oxford Place and surrounding streets, and facilitate movement through the precinct. Laneways enable rear access to commercial and residential developments for parking and services, and reduce the number of crossovers required to the main street.

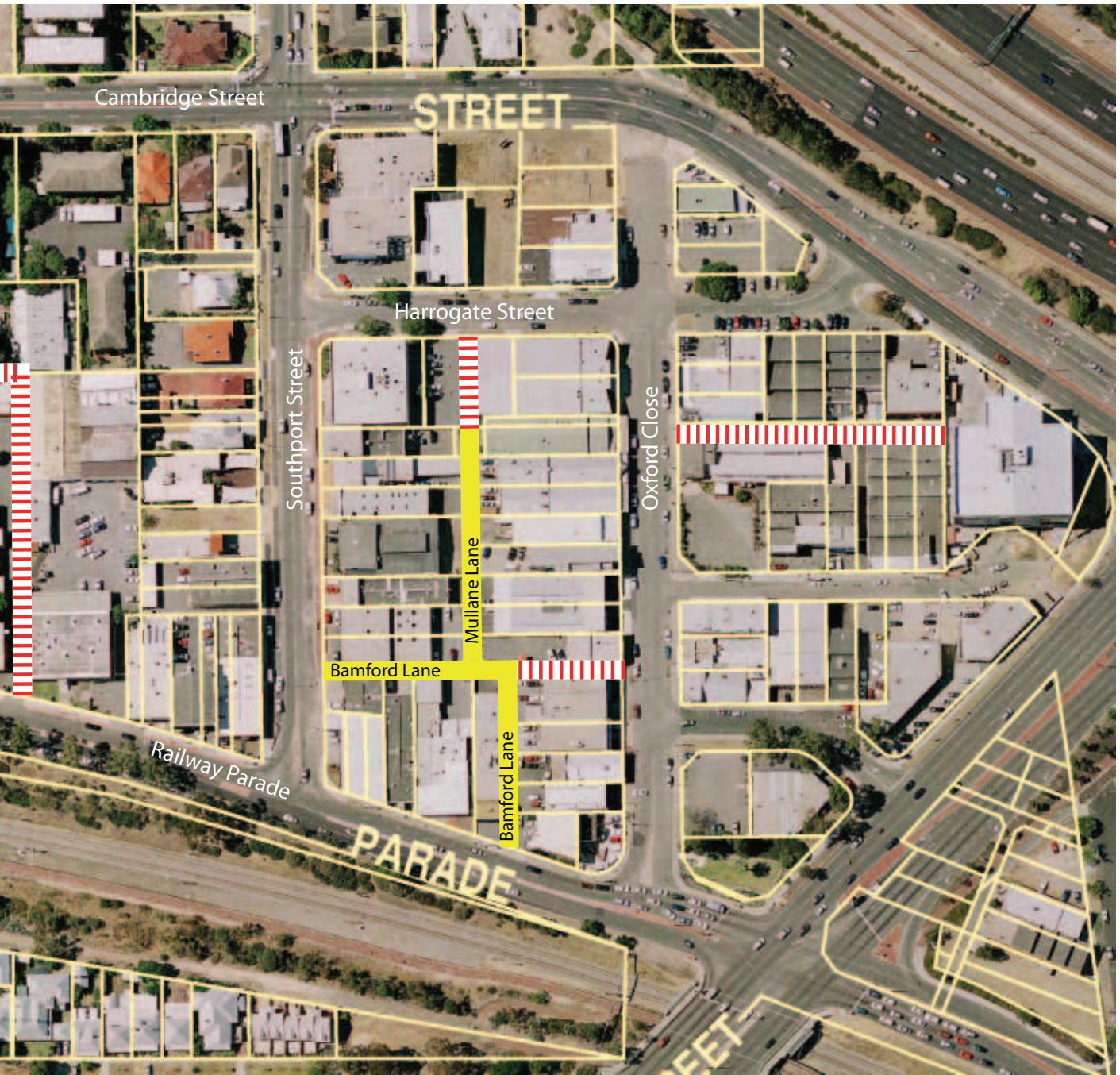
The land required for the extension and widening of rear laneways in the Southport Street Commercial Area should be given up free of cost as a condition of subdivision or development approval, with this requirement clearly stated in the Scheme and identified in the structure plan for the Leederville Station Precinct. The laneway should be 6 metres in width and the land required for the laneway should be given up under section 168 of the Planning and Development Act 2005.

In order to prevent the fragmentation of landholdings and a loss in developable area as a result of the ceding of land for a laneway, an alternative, in some locations, may be to provide for public vehicular access via an easement in gross. An easement in gross would secure public access to the land, with the Council's interest in the easement ensuring that public access was maintained over time. This alternative mechanism for securing unfettered access would be considered appropriate in the case of the proposed extension to Mullane Lane through to Harrogate Street. In this case, there are multiple land parcels in single ownership, and the ceding of land for the extension of the laneway would prevent the consolidation and comprehensive redevelopment of these land holdings. An easement in gross over a 6 metre wide vehicle access way in this location would ensure public access to both the laneway and the road, without limiting redevelopment opportunities. An alternative would be for the land ceded to be credited towards plot ratio allowances.

Through the redevelopment of the Southport Street Commercial area and imposition of conditions on subdivision and/or development approvals, existing crossovers onto Southport Street, Cambridge Street, Oxford Street and Railway Parade can be removed over time and vehicular access can be solely obtained from the laneways. This will allow greater opportunities for on-street parking, tree planting and other improvements to the street environment.



3.0 redevelopment scenarios



4.0 implementation strategies

It is recommended that the preferred redevelopment scenarios for the Leederville Station Precinct to achieve a greater mix of employment generating land uses, an increase in the residential population, diversity in housing types, high quality built form and high amenity public spaces be implemented through a three tiered planning approach comprising:

1. Scheme Amendment
2. Structure Plan
3. Detailed Area Plans or Built Form Design Guidelines

4.1 Scheme Amendment

The purpose of the Scheme Amendment would be to define the extent of the Station Precinct, outline the objectives for the precinct, include provisions relating to the preparation of a structure plan and subsequent detailed area plans or built form design guidelines, and also introduce specific provisions for developer contributions, to control parking and expend funds obtained from cash payments made in lieu of on-site car parking bays.

One mechanism to identify the precinct is through the declaration of a Special Control Area. The use of a Special Control Area to define a Station Precinct would remove the need to replace the individual zones as the designation would sit on top of the existing zones and allow the provisions in those zones to be amended.

Another alternative is to rezone the land to a 'Development zone', for example, which would replace the existing zones with the one zone for this Precinct. The 'Development zone' would include provisions which require the preparation of a structure plan and detailed area plans prior to any subdivision or development taking place.

4.2 Structure Plan

A structure plan should be prepared by the Town of Cambridge for the West Leederville portion of the Leederville Station Precinct. This would encompass the Cambridge Street flats, the Southport Street Commercial Area and the land adjacent to the pedestrian bridge. The structure plan would divide the area into sub-precincts based on preferred land use zones and require the preparation of detailed area plans for each of the sub-precincts in order to provide the finer grain detail inclusive of built form, parking and access.

The structure plan could also detail any necessary developer contributions to facilitate redevelopment of the area and enhanced public spaces. The structure plan could also provide for funds from the development of surplus government land, including the land owned by Main Roads WA and forming part of the existing pedestrian stairwells on both sides of the pedestrian bridge. It could be redirected to the precinct through the development of enhanced public spaces/civic squares, improvements to the pedestrian bridge, the station platform, new stairs, pick-up/drop-off facilities and other capital costs associated with improved public services. The capital costs of infrastructure associated with a public transport bus service, through contributions made by developers in lieu of providing on-site car bays, would form part of a Parking Strategy prepared by Council in accordance with the requirements outlined in the structure plan.

The structure plan should be required to be approved by both the Council and the WAPC and guide the preparation of the detailed area plans or built form design guidelines.

In regard to the Leederville portion within the Town of Vincent, the Leederville Masterplan once adopted by the Council and the WAPC could take the place of a structure plan. Alternatively, the relevant land use, zoning and built form components of the Leederville Masterplan could be translated into a broad based structure plan for the Leederville Station Precinct.

4.0 implementation strategies

4.3 Detailed Area Plans and Built Form Design Guidelines

Detailed area plans and built form design guidelines represent two alternative mechanisms to promote a desired form of redevelopment in the precinct and are prepared as a precursor to subdivision and development.

The requirement to prepare a detailed area plan for a sub-precinct could be the responsibility of the landowner/s or the Council, while it would be expected that Built Form Guidelines would be prepared by the Council.

A detailed area plan serves to enhance and expand upon the provisions contained in the structure plan and would facilitate the redevelopment of the precinct in accordance with the structure plan. Once approved by the Council and the WAPC, the detailed area plan would provide Council with the necessary framework in which to guide its decision making on development within that sub-precinct and the WAPC for subdivision/strata subdivision.

Three dimensional building envelopes, defined by specified building heights and building setbacks, would be prepared for each development site, which may require some lots to be amalgamated in order to achieve a higher development yield and consolidate parking and access. This could be achieved with the use of detailed area plans or prescribed in built form design guidelines.

Built form design guidelines prepared by a Local Government are usually adopted as a local planning policy by the Council, but may also be incorporated into a scheme, giving them greater weight and enforceability.

4.4 Mandatory Affordable Housing Components

There are a number of ways to introduce affordable housing elements into any redevelopment proposal.

The inclusion of Scheme provisions which require a certain mix of housing units, for example the requirement to provide 20% of all units as single bedroom dwellings, 30% as 2 bedroom dwellings, 45% as 3 bedroom dwellings and 5% as 4 bedroom dwellings in order to accommodate single person households, families and multiple single person households/student housing, is one such mechanism. Another mechanism to facilitate the provision of affordable housing is through prescribing the mix of dwelling unit sizes, for example a minimum of 20% of the total number of dwellings to be developed shall be a maximum of 70m² and a further 20% shall be a maximum of 100m² in plot ratio area. A relaxation of parking requirements may also reduce the total cost of a dwelling, for example prescribing a minimum and maximum parking requirement of 1 bay for each dwelling unit up to 70m² in size, with no visitor parking allowed.

However, in order to guarantee that dwellings will remain affordable over time, it may be necessary to introduce more stringent requirements and transfer dwellings to an appropriate government agency or a not-for-profit housing organisation that is able to manage the affordable housing component of any development over time.

In this scenario, an affordable dwelling unit quota of 10% -15% (or greater), as used by the East Perth Redevelopment Authority, would be transferred at cost to the housing agency or organisation, and low to medium income households would have the opportunity to rent or purchase a share in the equity of the unit. Other restrictions would be placed on the titles and strata plan to ensure affordability is maintained over time.

Any of these strategies to ensure that existing affordable housing opportunities are not lost, but enhanced, through the redevelopment of this precinct could be introduced in the Structure Plan for the Leederville Station Precinct as affordable housing targets. The detailed area plans or built form design guidelines would demonstrate how the affordable housing targets could be met.

5.0 conclusion

In considering a number of redevelopment scenarios for the Leederville Station Precinct, the preferred approach is one that includes the following elements:

- Enhanced public spaces (including landscaping of street verges and civic squares, widened pedestrian overpass to the rail station, open and accessible station, paved laneways, sheltered pick-up/drop-off facilities and bus stops);
- Opportunities for maximizing the amount of employment generating land uses (including offices, showrooms, consulting rooms and retail uses);
- Diverse and numerous housing opportunities (including a diversity in housing types and housing sizes and access to affordable housing);
- Improvements to rail and bus connections and strategies to maximize the use of public transport;
- Safe and legible pedestrian connections between the station and centres of activity (including future Perth Stadium, along Cambridge Street, Southport Street and Oxford Street);
- Coordinated parking and vehicular access through the use of laneways and reduction in crossover to main streets, and;
- Suitable implementation strategies.

The redevelopment scenarios outlined in this study include these elements. The three tiered approach to the implementation of the redevelopment scenarios involves the initiation of amendments, where necessary, to the schemes, the preparation of a structure plan for West Leederville, the adoption of the Leederville Master Plan, and the preparation of detailed area plans or built form design guidelines to prescribe building envelopes, access and other development requirements for sites identified for redevelopment.

This study is intended to generate further discussion and lead to further investigation of the redevelopment scenarios and implementation strategies by DPI, the Town of Vincent and Town of Cambridge and in consultation with other the major stakeholders (inclusive of PTA, MRWA and landowners).