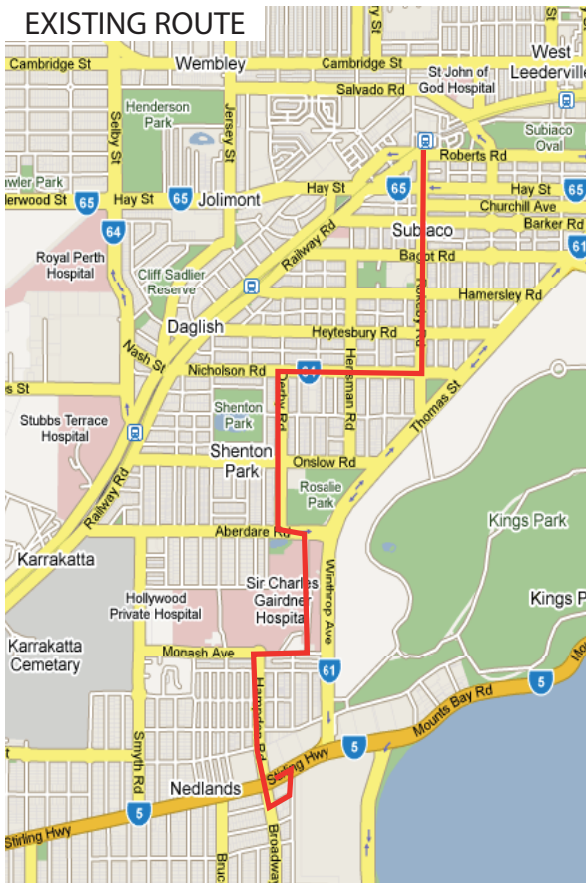


3.0 redevelopment scenarios

3.1 Proposed Bus Routes



The 'Subiaco Shuttle' bus service (route 97) is operated by Transperth, with contributions from the City of Subiaco, Sir Charles Gairdner Hospital and the University of WA. The service runs from Subiaco train station to the University of WA, passing the QEII Medical Centre, which includes Sir Charles Gairdner Hospital.

Between 2001 and 2006 boardings on the Subiaco Shuttle increased by 40%, indicating public acceptance of the service.

The draft Integrated Transport Study for the DPI (Connell Wagner, July 2008) supports an extension of the 'Subiaco Shuttle' route and proposes 7 different route options.

The purpose of the proposed extension is to allow patrons to alight from the Clarkson/Mandurah rail line at Leederville station and transfer to the 'Subiaco Shuttle' bus service, connecting them with a range of services and activity centres.

The proposed route extensions would collect passengers from activity centres including the following;

- The new Perth Stadium (via Cambridge St)
- St John of God Hospital
- Subiaco Train Station
- Leederville Train Station
- Leederville town centre (via Leederville train station pedestrian over-pass)
- Southport Street commercial area

The proposed routes require further investigation prior to the selection of a preferred route.

3.0 redevelopment scenarios

PROPOSED EXTENSION

- Route Option A
- Route Option B
- Route Option C
- Route Option D
- Route Option E
- Route Option F
- Route Option G



Woolwich Street was previously a tram route, which explains its width relative to surrounding streets. The street has been developed with public transport in mind and as such is well suited to the introduction of a bus service.

3.0 redevelopment scenarios

3.2 Bus route over freeway

Three proposed routes for a bus service linking the Leederville town centre with West Leederville were considered as part of an 'inner collar' service. These routes are of low priority and require more detailed investigation to determine if a route is needed and the feasibility of the service.

Option 1



Advantages

- Direct connection with Leederville Train Station
- Integration with pedestrian overpass to create an extra wide overpass
- Avoids busy intersections on Vincent and Loftus Streets
- Increased legibility/accessibility/ridership of number 97 bus (Subiaco Shuttle)

Disadvantages

- High cost
- Disruption of cycle paths
- Little available space for overpass landing on Town of Cambridge side.
- Issues with the Cambridge Street intersection as it is a corner site, may require a second bridge.
- Cannot travel down Oxford Street as the new overpass needs more distance to reach the height required to pass over the freeway

Option 2



This option involves a bus route over the Loftus Street freeway overpass. In order to cross the bridge, which has very heavy traffic, an existing lane could be converted to a bus lane. Alternatively, the bridge can be widened to include a dedicated bus lane. In order for this to work efficiently, the crossing would need to be on the western side of the bridge, meaning it would work in one direction only.

Advantages

- (bus lane only) Relatively cost effective with no major construction required
- (bridge widening) Avoids heavy traffic on Loftus Street.

Disadvantages

- (bridge widening) High cost
- (bus lane) Removal of a lane on Loftus Street overpass puts more pressure on an already busy stretch of road

Option 3



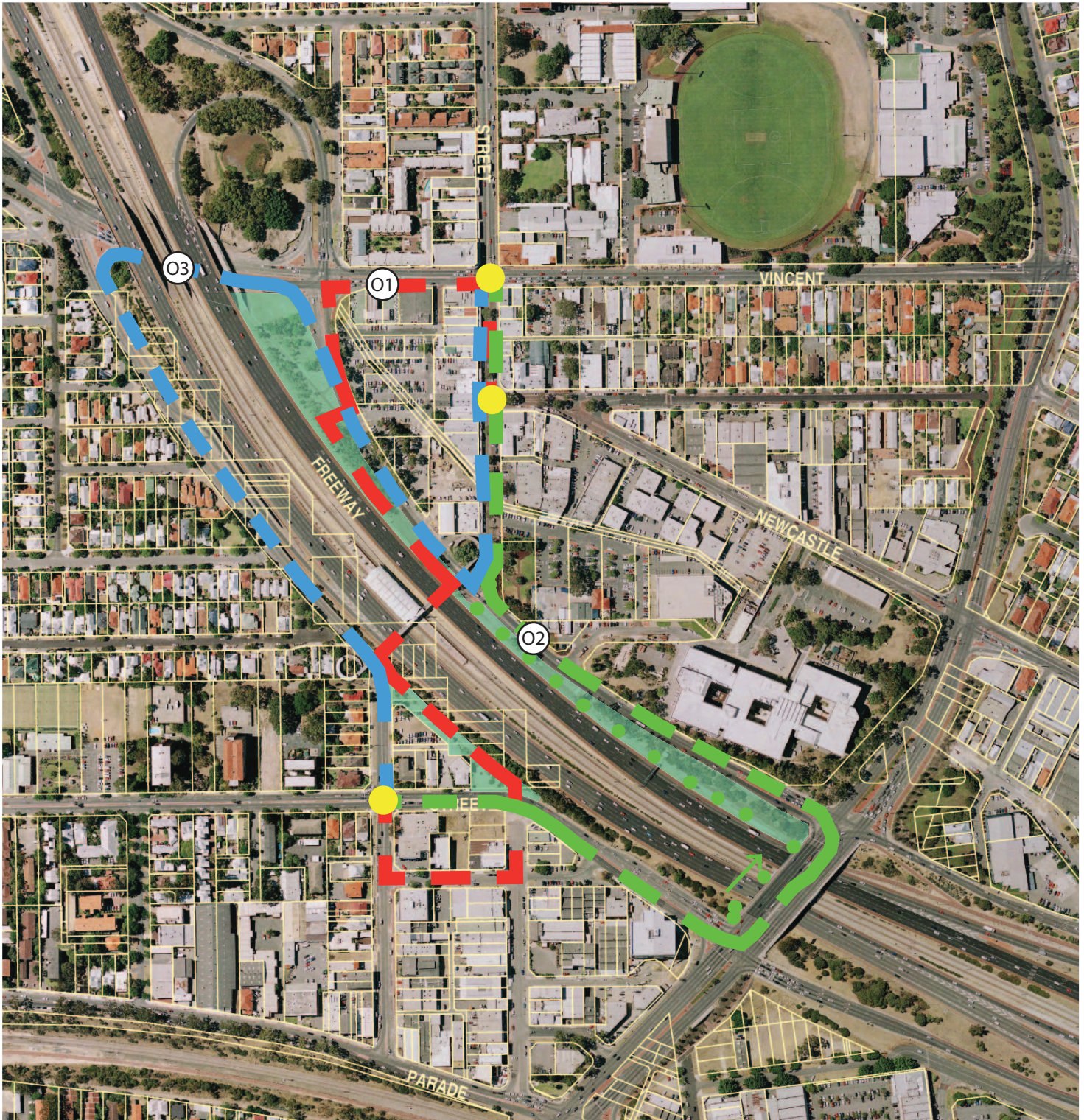
Advantages

- Low Cost
- Avoids busy intersections.
- Connects to both sides of the Leederville station overpass

Disadvantages

- No dedicated bus lanes.
- Higher operational costs
- Increased travel times

3.0 redevelopment scenarios



3.0 redevelopment scenarios

3.3 Preferred Land Uses



The preferred land uses in the Station Precinct are offices, consulting rooms, retail/shops and residential (multiple dwellings), as part of a mixed use development. Showroom uses should also be permitted within the areas identified for commercial development.

The existing light industrial uses in the Southport Street Commercial Area, particularly on the eastern side of Oxford Close, provide a valuable service to residents on the periphery of the city centre, offering vehicle repair and associated services. They also define the character of the eastern portion of the Southport Street Commercial Area. However, these existing uses do not represent the highest and best use of land within proximity to a railway station as they do not offer significant employment opportunities nor do they generate a large amount of pedestrian traffic. Furthermore, there is the potential for noise, light, dust and other emissions from these uses to adversely impact on new residents in this area. Accordingly, light industrial uses are not the preferred land uses in this Precinct.

It is important, however, to consider the impact that the loss of these light industrial uses would have on residents and workers in this area before considering a change in land use or zoning which would prohibit such uses, or render them non-conforming. Any consideration of a change of use or zoning should also identify other more suitable locations in close proximity for the relocation or introduction of light/service industrial uses.

It is recommended that the area on the western side of the Freeway and railway line, within approximately 400 metres of the station, be divided into precincts on the basis of the preferred land uses, being 'high density residential' on the northern side of Cambridge Street, 'commercial' on the eastern and western side of Oxford Close and the remaining area 'mixed use' with a mandatory residential component.

3.0 redevelopment scenarios

The introduction of higher density residential uses into the western portion, including the land fronting Southport Street, with an emphasis on multiple dwellings as part of a mixed use development, would provide the opportunity for additional people to reside within walking distance of the station and increase activity on the streets. A residential density up to R80 is already permitted in this area and plot ratio bonuses (1.5:1) are offered for mixed use development, however, these incentives do not appear to have facilitated mixed use development. In addition, without an overall detailed redevelopment plan, development would occur in a piecemeal, adhoc basis. Accordingly, it is recommended that provisions be introduced into the Scheme to mandate a residential component in all office, retail and showroom developments above 2 storeys in the mixed use development precinct. It is further recommended that the plot ratio for mixed use development (incorporating office/residential or retail/residential or showroom/residential) be increased to 2:1 and the residential density (as part of any mixed use development) be increased from R80 to R160 provided it is in accordance with an approved overall structure plan/detailed area plan to ensure integrated high quality outcomes and infrastructure provision/upgrading.

The types of commercial uses that should be encouraged in this precinct are retail (shops), showrooms, offices and consulting rooms, with an emphasis on retail and office at ground level in the western portion, moving towards a greater emphasis on showrooms and offices in the eastern portion. The types of showrooms that would be encouraged are small to medium sized car sales and other bulky goods premises, excluding any open air display of goods. These premises could be smaller scale/boutique versions of the car yards on Scarborough Beach Road, for example, where a small number of vehicles could be held for display purposes within a high amenity, multi purpose showroom for customers to view. The bulk of the vehicles would be held, serviced and cleaned on other premises and transferred to the smaller site, when required.

Restrictions on the size of the individual showroom tenancies would need to be introduced in order to ensure that large scale bulky goods retailers and vehicle sales/hire premises did not locate here, which would detract from the amenity of this area, attract an increased number of vehicle movements and demand additional parking areas. Given the proximity to the train stations, all day commuter parking should be restricted.

Further discussion on the mechanisms to introduce and facilitate the preferred land uses for the precinct is included in section 4.0.

3.4 Densities

High density residential land uses should be retained and enhanced on the northern side of Cambridge Street, given their proximity to the rail station. It is recommended that incentives be introduced to amalgamate the lots, in order to encourage the comprehensive redevelopment of the existing apartment buildings and make use of available vacant land. In particular, the amalgamation of the existing developed lots with the adjoining narrow vacant lots would provide the potential for up to three new development sites, each comprising an area of approximately 6069m², as follows:

- Lots 99 & 33 Cambridge Street amalgamated to create a new lot comprising 6069m²
- Lots 102 & 200 Cambridge Street amalgamated to create a new lot comprising 6069m²
- Lots 105 & 32 Cambridge Street amalgamated to create a new lot comprising 6069m²

These sites are shown on the adjacent plan (page 18).

Given that the existing R-Code for the sites is R160 and three of the six lots already have close to (or in excess of) the maximum number of units permissible under this density code, it is considered appropriate to replace the RCode with a built form based code for these sites. This would enable the building envelope to be defined for each amalgamated site, using the maximum building height, plot ratio and open space requirement. Instead of prescribing a maximum number of dwellings, a minimum number of dwellings could be prescribed, with an accompanying desired dwellings size and mix. This would provide for a greater number of dwellings to be developed and consequently an increase in population, along with achieving a greater mix of dwellings types and sizes in this location.