



# SOUTH PERTH STATION PRECINCT STUDY

Precinct Study completed in January 2011

## BACKGROUND

### Introduction

The South Perth Station Precinct Study was initiated under the State Government's "Network City: Community Planning Strategy for Perth and Peel" program that was launched in 2004. Network City examined ways of managing population growth through to 2030, by promoting increased employment and other activities at local and regional centres that are linked to key public transport services. This initiative included Transit Oriented Development (TOD), comprising a mix of residential, office, retail and other land uses that encourage local residents to travel by public transport. For more information about 'Network City', visit: [www.wapc.wa.gov.au/Publications/default.aspx](http://www.wapc.wa.gov.au/Publications/default.aspx). Similar principles have been embraced by the State Government's "Directions 2031 and Beyond", which was adopted in August 2010 and replaced the 'Network City' proposals. For more information about 'Directions 2031', visit: <http://www.planning.wa.gov.au/Plans+and+policies/Publications/2224.aspx>.

The State Government promotes 'activity centres' where a range of functions are encouraged. Many of these centres are in the vicinity of transit stations, providing an opportunity to foster transit oriented developments. During this study, the Canning Bridge Rail Station Precinct was examined to determine any opportunities for further development as an 'activity centre' of this kind.

The Perth to Mandurah passenger train service commenced operation in December 2007. The proposed South Perth Station will be a new station on this line and will be located within the Kwinana Freeway reserve near Richardson Street. The new station will provide a catalyst for creating quality urban development and public spaces in the surrounding precinct.

### Transit Oriented Development

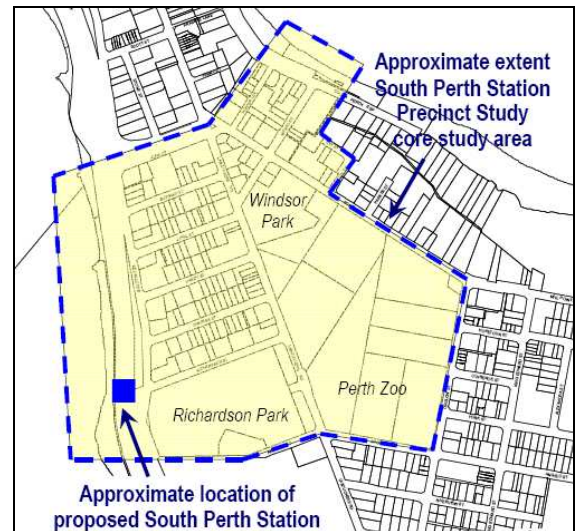
The Transit Oriented Development (TOD) concept is a popular trend in urban development. TOD creates more sustainable urban environments and travel habits, as businesses and other amenities are clustered around the transit stations. TOD promotes a number of elements to achieve sustainable development and create liveable places including the efficient use of land, energy efficiency, pedestrian activity and opportunities for social interaction.

Generally, TODs are mixed use urban centres closely associated with high quality and frequent transit services. They encourage the use of public transport, cycling and walking, and contain development which encourages local activity and maintains a “sense of place”.

## South Perth Station Precinct Study

The Perth to Mandurah passenger train service commenced operation in December 2007. The WA Government proposes to provide a station within the Kwinana Freeway reserve near Richardson Street, South Perth. The new station will provide a catalyst for creating quality urban development and public spaces in the surrounding precinct.

In recognition of the opportunity provided by the proposed train station, the City of South Perth, Western Australian Planning Commission and the Department of Planning have been jointly undertaking a study in the vicinity of the future station. This study will produce a framework to guide development in the station precinct. The study area covers an indicative 800 metre walkable catchment from the proposed Station.



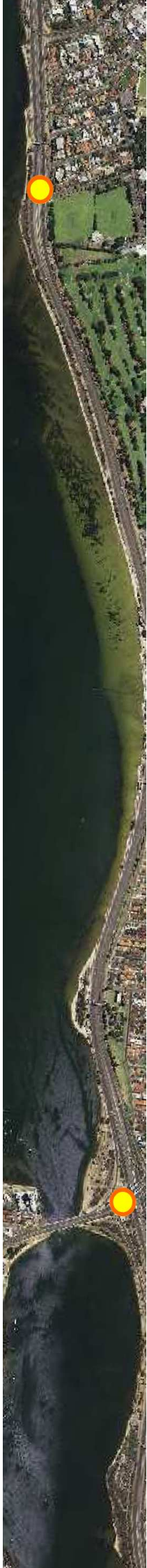
The study has been undertaken in two stages:

**Stage 1** of the study, which was completed in April 2007, involved community engagement and discussion with relevant stakeholders to determine broad attitudes and preferences for the study area. The scope of the Stage 1 project was to examine a wide range of relevant matters, including appropriate development mix and housing forms; pedestrian and vehicular linkages; and public transport.

**Stage 2** of the study was completed in September 2010. This second stage of the project involved additional community engagement and consultation, so as to develop more specific proposals for the future development of the study area. This part of the Study also involved extensive and detailed community engagement.

Syme Marmion, were appointed as the project consultants for Stage 2 of the study, and subsequently undertook the planning and urban design study for the precinct.

The study built on the findings of the 2007 *South Perth Train Station Community Engagement Study*, prepared by consultants, Estill and Associates, as well as other relevant information, can be accessed under 'Planning/Planning Precincts' on the City's web site at: [www.southperth.wa.gov.au](http://www.southperth.wa.gov.au). That report provided a broad insight into landowners' attitudes and preferences for the future of the Precinct.



## Purpose of the Stage 2 Study

The Stage 2 study aimed to deliver more detailed planning concepts for the precinct. The purposes of the study were to:

- develop a detailed precinct plan that will deliver a clear and comprehensive sustainable vision for the future land use, landscape and built form character for the study area and encourage use of the station and the train service; and
- provide recommendations on integration of the station and its functions with the surrounding urban development and sub-region.

## Community Engagement Program

Syme Marmion, the consultants for the Stage 2 study implemented a series of community and stakeholder engagement events which will provide opportunities for input by interested parties. The program involved the following:

### Infrastructure Agencies Workshop

A workshop for infrastructure agencies was held on 11 December 2008. The workshop was attended by representatives of the Department of Planning, the Public Transport Authority, Western Power and the Water Corporation. Workshop participants were generally supportive of the study, recognising that it was intended to lead to more intensive use of land in the study area. The workshop highlighted the need to conduct further investigations regarding technical feasibility of proposals in relation to infrastructure capacity and protection from damage during construction activity. No insurmountable problems were identified. However, it was recognised that detailed traffic analysis is necessary as part of the study.

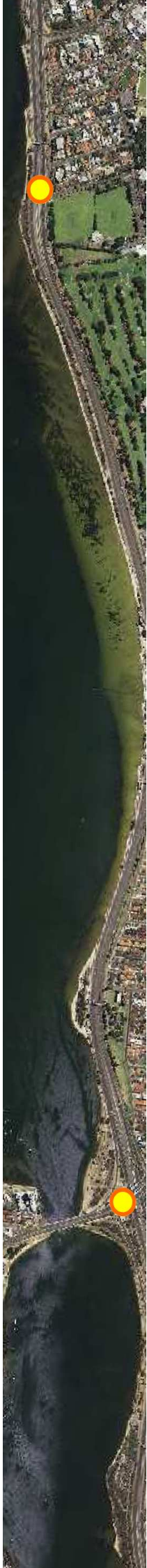
### Community Forum – 2 and 3 February 2009

A Community Forum for landowners and other key stakeholders was held on 2 February 2009. Approximately 60 people attended. This forum provided an opportunity for participants to be informed about the study and raise key issues. Most of the participants were supportive of considerably more intensive development opportunities in the study area. Several expressed a desire to expedite the necessary procedures to enable them to proceed with development at the earliest opportunity. Mixed views were expressed in relation to car parking adjacent to the proposed train station.

On the morning of 3 February, by appointment, interested landowners met with the consultants for more detailed discussions regarding their own preferences for future development.

### Public Forum – 6 April 2009

A Public Forum for the wider community was held on 6 April 2009. The Forum was attended by 35 members of the public comprising predominantly landowners within the Study Area and representatives of community groups. Officers from the City of South Perth, Department of Planning and the Public Transport Authority also attended.



Consultants John Syme and Malcolm Mackay presented and explained the draft Precinct Plan and responded to questions. The principal topics covered during the presentation related to the following:

- The need to increase “destination” employment-based land uses within convenient walking distance of the proposed train station.
- The need for higher density residential or mixed development with access to the rail system.
- The importance of tourist traffic to the Zoo as a likely key source of patronage of the station.
- The need to make walking and cycling routes to the station as convenient as possible.
- Explanation of the proposed controls to promote appropriate land uses and more intensive development, including performance-based additional development potential for land within the precinct generally.
- Integration of proposed development with the existing community and with the station, having regard to heritage, station access, parking, safety and economic viability.
- The intention not to have “park and ride” facilities at the station and no directly connecting bus routes, although bus transfers would be available at Labouchere Road with enhanced pedestrian access along Richardson Street to the station.

In summary, the desired outcomes of the Precinct Plan and station development in the Stage 2 study were to:

- create a viable extension to public transport;
- promote South Perth as a commercial and tourist destination;
- provide for significant employment provision and increased economic activity;
- upgrade streetscape and public spaces.

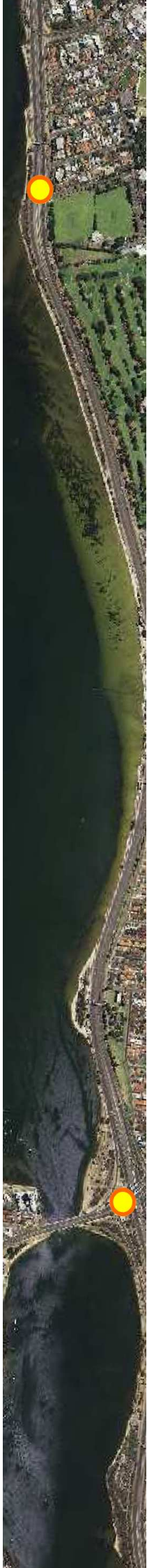
An open discussion and question session followed the presentation. Key issues and questions raised by participants related to commercial competition with Mends Street; support for taller buildings; opportunity for views between buildings; doubts about adequacy of parking with reduced parking ratio for residential and no provision for parking near the station. A range of other views were expressed by members of the public.

### **Final ‘South Perth Station Precinct Plan’**

The South Perth Station Precinct Study Final Report July 2010 and the Background Report dated May 2010 are the culmination of nearly 2 years work by consultants in conjunction with the City and the Department of Planning. The study has included an examination of the current characteristics of the precinct in terms of heritage, streetscapes, and demographics. The study has been informed by stakeholder engagement with government agencies, landowners and members of the public.

The recommendations in the final report include the following, among others:

- mandatory non-residential land uses on the ground floor;
- podium style development built up to the boundaries on lower levels and set back further on upper levels to maintain view corridors and access to sunlight;
- various height limits up to 12 storeys with the possibility of higher buildings on certain streets subject to the proposed development meeting prescribed performance criteria;
- buildings complying with ‘5 star’ green rating and the City’s sustainable design policy; and



- Strengthening pedestrian movements around the precinct by the provision of high quality pedestrian environments.

### **Endorsement of Final ‘South Perth Station Precinct Plan’**

Following extensive consultation with, and input from the City of South Perth community and key stakeholders within and surrounding the South Perth Station Precinct, the consultants produced a final ‘South Perth Station Precinct Plan’ incorporating development guidelines and controls. This document was considered at the Council meeting held on 24 August 2010. At that meeting, the Council resolved to endorse the final Precinct Plan as the guide for future redevelopment of the precinct; and to engage other consultants to prepare the necessary Town Planning Scheme Amendment to facilitate implementation.

On 21 September 2010 the Western Australian Planning Commission also endorsed the Precinct Plan.

In January 2011, the ‘South Perth Station Precinct Plan’ was publicly launched by the Minister for Planning.

The consultants’ final report is available on the City’s web site. The related officer report is also available on the web site, being agenda Item 10.4.1 of the 24 August 2010 Council meeting.

