SUBIACO
CENTRAL DEVELOPMENT PLAN

CITY OF SUBIACO
‘These authentic downtowns were the stages for human interaction of their communities. They weren’t contrived – they were truly competitive environments established through serendipity, with entrepreneurs and individual business owners striving to gain advantage over their competitors next door and down the street.

Today the homogeneity of regional malls - the sameness, the orderliness, the false elegance of brass and marble – have become so blasé and expected that shoppers are actually turned on by grit... by reality...by quirkiness. Hence the sudden attraction to shopping environments that celebrate the unexpectedness, a sense of reality, a ‘messy vitality’.’

Jeffrey Gunning
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‘Our universal challenge is to create a quality public environment that will stimulate reinvestment in our City and town centres.’

Cy Parmier
PART 1
INTRODUCTION

1.1 The Centre Plan
This is the final report of the Subiaco Central Development Plan (known as the Centre Plan). It comprises development principles, a context plan, an indicative development plan, precinct concept plans and guidelines and identified opportunities for enhancement. The report also incorporates the statutory and strategic context for the town centre and summarises the consultations undertaken during the planning process.

The Centre Plan is proposed to satisfy statutory planning requirements and provide guidance for development within the inner area of Subiaco at both the strategic level and at the ‘precinct’ planning levels. It has a medium to long term horizon of 10-15 years. It sets broad goals and objectives for the development of the area and action plans of how these might be achieved in a conceptual rather than precise manner. Specific precincts and sub-precincts have been planned with greater definition to provide clear direction for Council, community and prospective developers.

The Centre Plan has been prepared by a consultant team and Council officers. It has as its basis Council strategies relating to town planning, economic development, commercial centres and sustainability. During the preparation of the Plan, Councillors, businesses, the community and institutional stakeholders were consulted and it was informed by a range of technical working papers.

1.2 The Town Centre Vision
In August 2004, the City of Subiaco Councillors established a vision statement for the Subiaco project area that it becomes: “The Best Main Street Village in Australia “. The features considered desirable to make it the best included the continued creation of a high quality public realm, to be a centre that is regarded as both safe and exciting, that is accessible and facilitates interaction, that is vibrant economically and socially and that has the capacity to be adaptive and innovative.

The overarching objective is that the Subiaco ‘main street’ centre is developed as an integrated, cohesive and accessible centre with a range of uses, employment opportunities and visitor experiences. Development trends, opportunities and pressures for change are considered in a manner that preserves the area’s unique ‘sense of place’.

In summary the objectives of this Centre Plan are to:

- provide a framework for the development of the Subiaco main street regional centre and satisfy the requirements of State and Local Government strategies and policies;
- consolidate existing reports, strategies and plans as a foundation for future investigation and planning for the area; and
- ensure that future developments are sustainable and have regard to the economic, environmental and social setting within which they are located.
1.3 **Regional Centre Boundary**

The area considered by the Subiaco Central Development Plan is consistent with the WA Planning Commission definition of the function and extent of a ‘Regional Centre’

The area covered by the Centre and its Plan radiates outwards from the intersection of Rokeby Road and Hay Street and is dissected by the Perth to Fremantle railway line. To the north of the railway line it recognises important north south access routes through the Subiaco Redevelopment project area, the need for a strong relationship to the St John of God Hospital and managing the interface with adjoining residential areas in the Town of Cambridge (see Figure 1).

To the south of the railway line, it includes the Town Centre and Commercial and Residential Zones as defined in the City’s Town Planning Scheme No. 4, the adjacent civic and mixed use zones of Rokeby Road South and Hay Street East, and major activity generators of Princess Margaret Hospital, King Edward Memorial Hospital and Subiaco Oval.

![Figure 1](image)

A – St John of God Hospital
B – Subiaco Centro Redevelopment Area
C – Subiaco Rail Station
D – Subiaco Oval
E – Princess Margaret Hospital
F – Hay Street
G – Rokeby Road
H – King Edward Memorial Hospital
I – Civic and Cultural Precinct
PART 1

INTRODUCTION

1.4 Town Centre Profile

The Subiaco town centre forms part of Perth's inner-city core and is an important meeting place and node for Western Australia's expanding ‘knowledge economy’. The population is characterised by a high proportion of 24-44 year olds and upper income households (see Figures 2 and 3). In addition, there are a significantly higher proportion of professionals working in property, business and health related services (Figures 4 and 5).

![Figure 2: Comparative Age Demographics. Data Source: ABS 2001](image1)

![Figure 3: Comparative Income Demographics. Data Source: ABS 2001](image2)
Figure 4: Comparative Employment Position 2001  Data Source: ABS 2001

Figure 5: Comparative Employment by Sector 2001  Data Source: ABS 2001
PART 1

INTRODUCTION

The centre and its immediate hinterland is Perth's third largest employment hub and associated activities are estimated to create in excess of $1 billion in goods and services revenue (SGS, 2004).

The urban fabric that sustains this activity can be described as a model ‘main street’ precinct and contains the following elements;

- major employment nodes of private and public hospitals;
- medium density, mixed use development;
- unbroken, vibrant and interactive shop frontages;
- building scale proportional to street widths;
- heritage architecture;
- a legible street and laneway system;
- pedestrian friendly streetscapes;
- well utilised civic spaces;
- high levels of passive surveillance;
- integrated public transport infrastructure.

The table below provides a snapshot of key land use and demographic characteristics of the town centre area:

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Population</td>
<td>7,281</td>
</tr>
<tr>
<td>Workforce</td>
<td>Estimated 7,200</td>
</tr>
<tr>
<td>Retail Floorspace</td>
<td>43,000(sqm)</td>
</tr>
<tr>
<td>Commercial Floorspace</td>
<td>20,500sqm</td>
</tr>
<tr>
<td>Vacant Floorspace</td>
<td>14,000 sqm</td>
</tr>
<tr>
<td>Other Floorspace</td>
<td>6,500 sqm</td>
</tr>
<tr>
<td>Total Town Centre Floorspace</td>
<td>84,000sqm</td>
</tr>
<tr>
<td>Number of offstreet public carparking bays within 400m of intersection of Hay and Rokeby</td>
<td>2600</td>
</tr>
<tr>
<td>Walkability</td>
<td>Majority of residential, commercial and retail premises within a 5-10min walk of rail station precinct</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Well serviced with rail and bus services.</td>
</tr>
<tr>
<td>Community Facilities</td>
<td>library, arts/theatre centre, 3 community centres, churches, primary school, child care centre, police station, high quality public spaces</td>
</tr>
<tr>
<td>Residential densities</td>
<td>Varies R20 to R80</td>
</tr>
</tbody>
</table>

It is also notable that there is considerable potential for expansion of floorspace (estimated at up to an additional 100,000sqm) under the existing Town Planning Scheme provisions and that the centre will continue to experience significant development pressures.
In the recent past most of the change to the town centre has centred around the railway station and redevelopment area. Under the auspices of the Subiaco Redevelopment Authority the rail line has been ‘sunk’ and the former industrial land to the north very successfully converted into a mixed used transit oriented development. ‘Normalisation’, or resumption of planning responsibility, for that redeveloped area is well underway with 70% of the redevelopment area placed back in the control of the City of Subiaco. In the immediate future it is desirable to concentrate future improvements and resources into the balance of the existing town centre.

### 1.5 Town Centre Planning and Policy Trends

In recent years there has been a change in planning philosophy, both in Australia and internationally, from car dominated urban retail based centres with an emphasis on single use zonings, towards a more flexible, mixed use, public transit oriented model.

The shift is also characterised by an attempt to make places that attract a cross-section of activities and people and for broad community enjoyment. Features of such efforts are improvements to the public domain, support for new buildings that are of a distinctive local character, encouragement of reuse and preservation of existing building stock, an increasing emphasis on pedestrian friendly environments, improved levels of passive surveillance through design and an appreciation of the importance of employment/business synergies.

As part of this trend, there is an increased recognition of the effective functioning of ‘traditional’ town centres such as the Subiaco ‘main street’ centre. That is centres that:

- serve as hubs of social, civic and commercial activity with public spaces as focal points;
- have a more balanced, integrated mix (based on local market needs) of civic, retail, residential, hospitality and office spaces;
- include a flexible, versatile design that will outlast initial building uses, and
- more successfully balance the need to be pedestrian friendly with the need to accommodate cars.

The opportunities exist, through appropriate built form, regulatory, infrastructure and land-use planning changes, to further consolidate the appeal of Subiaco as a vibrant mixed-use regional centre.
‘If a democracy is defined by the character of its discourse and public debate, the success of that democracy must be measured by the quantity and quality of its public spaces, the venues where citizens gather for cultural and civic interaction.’

New designs for public space – National Building Museum, Washington
This section provides an overview of the key state and local government policies and strategies relevant to the preparation of the Subiaco Central Development Plan.

2.1 State Planning Framework Policy

The State Planning Framework Policy, Statement of Planning Policy 1 (SPP1) links existing State and regional policies, strategies and guidelines within a central framework. SPP1 provides general principles for land use planning and development with the primary aim “to provide for the fair, orderly, economic and sustainable use and development of land”.

It builds on principles within the State Planning Strategy (see Section 2.4.1) relating to the environment, community wellbeing, economic prosperity, infrastructure provision and regional development.

2.2 Planning to Enhance Public Transport Use Policy (DC 1.6)

The WAPC’s Policy DC 1.6 aims to improve urban sustainability by establishing a planning framework to enhance the use of public transport and coordinate the development of land in proximity to public transport facilities. Its objectives are to:

- Promote public transport as an alternative travel mode;
- Optimise the use of land close to public transport nodes;
- Maximise accessibility to urban activities through public transport;
- Facilitate safe pedestrian and cycle access to public transport nodes;
- Promote more sustainable urban form.

The Policy identifies a range of measures that have been considered in the preparation of the Subiaco Central Development Plan. These include:

- Encouraging higher residential densities and mixed use development around Strategic Regional Centres and public transport precincts;
- Preparing development plans and design guidelines to guide development in public transport precincts. These should emphasise the conservation of local amenity through increased accessibility to a range of activities and high quality urban design;
- Ensuring the incorporation of appropriate community facilities around public transport nodes such as dual use paths, end-of trip facilities and landscape enhancements;
- Facilitating an attractive, safe and efficient pedestrian environment;
- Consideration of reduced parking requirements around significant transport nodes.

2.3 Metropolitan Centres Policy

The principal purpose of the WAPC’s Statement of Planning Policy No.9 - the Metropolitan Centres Policy (2000) - is “to provide a broad regional planning framework to coordinate the location and development of retail and commercial activities in the metropolitan region”. The Policy provides for a hierarchy of commercial centres that include:

- Perth Central Area
- Strategic Regional Centres
- Regional Centres
- District Centres
- Neighbourhood and Local Centres.

This hierarchy identifies the Subiaco town centre as a Main Street Regional Centre. According to this classification Subiaco is expected to fulfil a number of roles and to provide a wide range of services to residents and visitors.
The Metropolitan Centres Policy requires that relevant local authorities prepare centre plans for identified Regional Centres such as Subiaco. Section 1.1.4 of the Policy sets out the information required for local centre plans for “main street” centres as follows:

- Indicate how the mixed use main street concept is to be promoted and integrated with surrounding land uses;
- Show how the development of a wide range of uses in the centre including retail, medium density housing, office development, commercial services, entertainment facilities, medical services, restaurants and community facilities is to be achieved;
- Demonstrate how the development of continuous shop frontage at street level along the main street is to be encouraged;
- Determine the amount of shopping floorspace appropriate for the centre taking into account its impact on other centres;
- Show a range of housing types with residential densities that increase toward the centre;
- Determine the walkable catchment of the centre;
- Show how public transport facilities through the centre are to be provided;
- Illustrate clear and convenient pedestrian and cycle routes 800m from all directions;
- Identify sites for a range of community facilities including community halls, local libraries, child care facilities, local parks and public meeting areas and local open space;
PART 2

PLANNING & POLICY FRAMEWORK

• Determine the location of car parking facilities and car parking requirements, recognising that the mixed use nature of regional centres should provide the opportunity for shared parking facilities and that access roads leading to these centres should provide on-street parking; and

• Show a program for streetscape and landscape improvements, provision of community and local open space facilities and pedestrian and cycling facilities, in order to develop the image or character of the centre.

Many of the generic requirements of the Metropolitan Centres Policy have been satisfied to a large extent in the existing Subiaco town centre. This Centre Plan indicates how aspects of the Policy can be further achieved.

Centre plans that have been endorsed by the WAPC enable the delegation of development control to local authorities for certain types of commercial activity such as retail and office development. In particular the projected limits for retail floorspace set out in endorsed centre plans are used as a basis for considering such applications. It is notable that in order to promote traditional “main street” development the Policy provides incentives to increase allowable retail floorspace in centres such as Subiaco.

2.4 State Sustainability Strategy

The Strategy forms part of the State Government’s broader commitment to manage urban and regional growth and advocates initiatives to enhance and revitalise town centres such as Subiaco. The preparation of the Subiaco Central Development Plan has been informed by the sustainability principles set out in the Strategy such as developing integrated land use policies and promoting housing diversity and alternative transport modes.

This section provides an overview of relevant state and local government policies and strategies.

2.5 Network City

The Network City Strategy (2004) has been developed as a whole of government response to deal with population growth and planning for a more sustainable city. It identifies that urban development is a shared responsibility between industry, the community and government and it promotes the notion of activity centres (locations with a range of land uses) orientated along transport corridors.

Network City is premised on an objective to limit urban sprawl by encouraging nodal development. Many of its key principles are reflected in the Subiaco Central Development Plan, including:

• Fostering land use integration with public transport opportunities

• Planning for local places to develop a sense of community identity

• Enhancing the amenity, safety and vitality of existing centres

As outlined throughout this report, the objectives and initiatives associated with the Subiaco Central Development Plan are in line with the Network City concept. With its central rail station and a variety of employment and residential opportunities centred on a vibrant main street, the Subiaco centre is a model transit oriented development and activity centre.

2.6 City of Subiaco Town Planning Scheme Number 4 and Local Planning Policies

The City of Subiaco TPS4 was gazetted in 2001 and aims to achieve a ‘responsive’ approach to local planning through the use of precinct policies.

With respect to the town centre it proposes a desired future character which includes: reinforcing the role of the town centre, encouraging housing diversity; diversifying and intensifying activities; retaining heritage values; extending the public domain into laneways and carparks; managing traffic and parking; and reducing land-use conflict.
The policy sets out permitted and non-conforming land uses, development controls, and car parking provision standards. There are also provisions to manage the scale and character of development, the separation of uses, security, landscaping and street frontages.

2.7 City of Subiaco Commercial Centres Strategy

The City of Subiaco adopted its Commercial Centres Strategy in 2004. The Strategy recognises and responds to the requirements of the Metropolitan Centres Policy for a Main Street Regional Centre. The primary aim of the Strategy “is to encourage the continuing development of the network of local centres in the municipality supporting the Town Centre as the key location for shopping, recreation/entertainment and employment in the region”. The Strategy includes recommendations for the development of town centre design guidelines that have been incorporated into the preparation of the relevant aspects of the Subiaco Central Development Plan.

2.8 City of Subiaco Economic Development Strategy

The City of Subiaco adopted its Economic Development Strategy in 2005. The Strategy recognises Subiaco’s unique social, built form and economic context and describes a series of initiatives to enhance economic vitality. Core strategic objectives include:

- Promoting advanced business services
- Encouraging health and community services
- Consolidating Subiaco’s retail and hospitality sector
- Recognising the contribution of major education, sporting and medical institutions
- Enhancing the locality’s appeal to visitors
- Improving urban amenity
- Building relationships between the City and businesses
- Increasing local employment opportunities

Each strategic objective is accompanied by a series of actions and initiatives to improve and consolidate the City’s economic development opportunities.

2.9 Subiaco Redevelopment Scheme and Policies

The Subiaco Redevelopment Area (known as Subi Centro) is located immediately north of the traditional Subiaco town centre. The development of land in this area is subject to the provisions of the Subiaco Redevelopment Scheme (1996) and associated planning policies and is administered by the Subiaco Redevelopment Authority (SRA). The redevelopment of the major portion of Subi Centro has now been substantially completed and more than 70% of the former redevelopment area has now reverted to the control of the City of Subiaco.

Recommendations are included in the Subiaco Central Development Plan to better integrate some aspects of Subi Centro with the traditional Subiaco town centre. Subsequent opportunities also exist to identify statutory mechanisms to achieve better integration of the two areas through review and amendment of the Subiaco Redevelopment Scheme and planning policies as full development control is restored to the City of Subiaco.
“The City’s annual industry output is valued at $1.09 billion, over half of which is attributable to the health/community services or property/business services sectors”
PART 3
SYNOPSIS OF WORKING PAPERS

Working Papers were prepared to assist in developing the Centre Plan. A brief synopsis of the papers is provided below.

3.1 Policy Context Working Paper

The Policy Context Working Paper provides an overview of the Government and Council planning context and relevant policies such as WAPC’s Metropolitan Centres Policy, Network City and Planning to Enhance Public Transport Use policy (see Part 2 of this report).

3.2 Subiaco Town Centre – Development Plan Rationale

The Subiaco Town Centre Plan Rationale report was prepared by Patrick Partners. It provides an outline of the issues associated with the Subiaco Town Centre. Key findings/recommendations were:

- Retail drives the business base of the centre (but only if retail activates the public domain);
- Retail is the single element that all market segments will use;
- The existing fine grain of development is desirable and should be preserved by discouraging consolidation of sites;
- Channel development along an east-west axis (Hay Street), and preserve Rokeby Road;
- Harmonise the relationship between Subi Centro and Subiaco Central;
- Manage the mix of vehicles, pedestrians and parking facilities;
- Ensure sensitive ‘edge’ redevelopment;
- Minimise residential intensification within Rokeby Road;
- Authentically ‘brand’ the centre through a logo, street furniture, public art, entry points;
- Develop a governance model to oversee implementation.

3.3 Subiaco Economic Development Directions Working Paper

The Subiaco Economic Development Directions Working Paper was prepared by SGS Economics and Planning. The report provides a detailed analysis of the City of Subiaco’s population structure, labour force, export-import profile, skills and opportunities for innovation. It also outlines a set of economic development directions for the City.

Key findings include:

- Nearly half the workforce is employed in health/community services or property/business services;
- The City’s annual industry output is valued at $1.09 billion, over half of which is attributable to the health/community services or property/business services sectors;

![Health and community services are a major contributor to the Subiaco economy.](image)
Subiaco’s accommodation, café’s and restaurant sector provides ancillary support to the health, property and business services sector as it offers leisure activity for employees;

- Health services are the strongest export oriented sector, followed by motion picture, radio and TV services;
- There is a need to acknowledge the influence of ‘unbundling’, where corporations specialise their functions, on land-use patterns;
- The City of Subiaco has a high proportion of highly skilled information or knowledge workers (53%) compared to the Perth average (24%);
- Both business owners and visitors rate the quality of the retail environment as good to very good;
- There is a mismatch between business owners perceptions of parking supply and that of visitors;
- 77% of visitors spend most of their time on Rokeby Road;
- 68% of visitors drive to the Subiaco business area;
- The quality of restaurants and retail outlets were seen by visitors as the most important attractors, followed by footpaths and streetscapes.

Recommended economic development strategies contained in the report are incorporated into the City’s Economic Development Strategy (see Section 2.8).
3.4 Land Use Issues Working Paper

The Land Use Issues Working Paper was prepared by Chris Antill Planning and Urban Design and examined current and emerging issues known to be of interest and/or concern to the community, including commercial centres, liquor licensing, activation of ground level pedestrian routes and heritage. The following table provides an overview.

<table>
<thead>
<tr>
<th>Topic</th>
<th>Current Situation</th>
<th>Vision</th>
<th>Issues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Centres</td>
<td>Controlled through TPS4 and Policies</td>
<td>New development that complements the existing scale and character</td>
<td>Pressure to develop peripheral box-type retail outlets</td>
</tr>
<tr>
<td>Housing Mix</td>
<td>Range of densities, ageing population, decreased size of households</td>
<td>To encourage a diverse demographic and manage potential conflicts</td>
<td>Pressure to develop more large scale residential complexes</td>
</tr>
<tr>
<td>Ground Level Pedestrian</td>
<td>Generally built form addresses street-frontages</td>
<td>A comprehensive network of pedestrian routes</td>
<td>Resistance by some developers and costs to provide</td>
</tr>
<tr>
<td>Activation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liquor Licensing</td>
<td>56 licensed premises</td>
<td>Modest increases</td>
<td>Balancing new establishments with existing community expectations</td>
</tr>
<tr>
<td>Heritage</td>
<td>Local heritage important to area’s sense of place</td>
<td>Conservation of existing heritage values</td>
<td>Balancing redevelopment pressures and heritage preservation</td>
</tr>
</tbody>
</table>

3.5 Property Tenure and Valuation Considerations Working Paper

The Property Tenure and Valuation Considerations Working Paper was prepared by GHD. It describes the status of property tenure and valuation issues as they are likely to affect development decisions, including the general composition of public and private land holdings.

The report states that market yields or capitalisation rates are a function of macro-influences (interest rates, inflation, yields on competing investments) and micro-property specific issues (prospects for rental growth, certainty, lease term). Foremost is the need to create an economically viable business base.

From a retail/commercial perspective the report states that key drivers for customer patronage are;

- Parking
- Retail diversity
- Streetscapes
- Signage
- Sightlines
- Destination shops
- Safety after hours
- Cleanliness
- Pedestrian flows

The report concludes that currently the Subiaco Town Centre zone is a viable business environment. Future developments need to be of a scale and nature that does not undermine the vitality of existing businesses.
3.6 Integrated Access, Transport, Movement and Parking Working Paper

The Access, Movement and Parking Working Paper was prepared by ARRB Transport Research. It provides a synopsis of various transport-related issues. As a summary:

- **Traffic** – proximity of centre to Perth CBD generates high volumes of traffic (Roberts Rd and Hay St generate between 15,000-20,000 cars/day). Future development will have an impact unless additional linkages are planned.

- **Trip Generation** – key trip generators are St John of God, Princess Margaret and King Edward Memorial Hospitals, Subiaco Oval, Regal and Subiaco Theatres, Ace Cinemas, various nightclubs and hotels, shopping centres, railway station, Perth Senior Modern School, Subiaco Primary School, and Council offices and facilities.

- **Parking** – parking is one of the most significant issues associated with future development. However, despite perceptions there is no need for additional parking in the short term. Parking should be managed and pricing structures reassessed.

- **Pedestrian** – quality pedestrian linkages are critical to the ongoing success of the town centre.

- **Cyclist** – the City has an Integrated Pedestrian and Cycling Plan, which lays out a hierarchy of facilities. There is also an east-west route that forms part of the Perth Bicycle Network. Main street width restricts options for a dedicated laneway.

- **Public Transport** – area is well serviced, however, there is no CAT bus link to Perth CBD

Other issues the report discusses include; consideration of shopping hour deregulation on parking; enhancing alternative transport linkages with Perth CBD, UWA, Kings Park and Sir Charles Gairdner Hospital; improving signage; and enhancing levels of safety and security.
3.7 Pre-Feasibility of Streetcar Based Public Transport System

A Scoping Paper for a feasibility study on the establishment of a streetcar based public transport service was prepared by Sinclair Knight Mertz.

The paper promoted an inner city wide streetcar transport system as a concept for the future and examined inner city demographics and planning for future inner city growth. It outlined a public transport improvement plan for Perth’s inner suburbs and specifically highlighted the advantages of a streetcar system.

A pre-feasibility in relation to the Subiaco area was also undertaken and this explored the potential for a system that would link the University of Western Australia with the major regional hospitals, the Subiaco town centre, West Perth and the Perth CBD. It was envisaged that the system could be staged in its expansion and extend through Victoria Park to Curtin University and onto the new rail station proposed at Canning Bridge.

3.8 Civic and Community Infrastructure Working Paper

The Civic and Community Infrastructure Working Paper prepared by the City of Subiaco summarised the existing community facilities within the town centre. It also made the following observations:

- The changing family profile includes an increase in couples with no dependent children, a decrease in single parent families and a significant decrease in group households (likely to be occupied by students);
- The area has a mobile population with over 1/4 being new to the area in the previous 12 months;
Subiaco Central Development Plan

- Median weekly individual and family incomes have increased more rapidly than the metropolitan average;
- Median mortgage repayments are about 50% above the metropolitan average and rents approximately 25% above;
- People in Subiaco place high value on the protection and stewardship of the common wealth (the public infrastructure and assets);
- Tensions are beginning to appear about balancing competing visions and values for and in Subiaco;
- Non residents play a significant role in contributing to the social capital and community wellbeing in Subiaco.

3.9 Built Form and Future Development Trends Working Paper

The Built Form and Future Development Trends Working Paper was prepared by Taylor Robinson Architects. It provided an overview of issues associated with current development pressures: Broadly these included:

- The near saturation of site ‘take-up’ in the Subiaco Redevelopment area has brought with it development attitudes applicable to the SRA and these are now being tested in the established town centre;
- Development pressures may result in a low scale town centre with a high density periphery (which will conflict with existing residential extremities);
- Concerns exist regarding ‘traditional development’ vs ‘ultra contemporary development’;
- There is potential for over development at the expense of good design;
- There is risk of diminishing heritage buildings due to ‘over-scaling’ of adjacent new development.

It was suggested that:

- The town planning scheme policies should be supplemented to enable a ‘sub-precinct’ approach;
- There needs to be consideration for a less prescriptive approach in order to allow variety and evolution of use to be dictated by the market;
- The scheme and policies need to move beyond use and the built envelope to provide direction to generate desired built character.
“The City of Subiaco undertook consultations as part of the Commercial Centres Strategy, CBD Parking Strategy and the Economic Directions report. In addition, in preparing this Centre Plan, a series of vision workshops, community forums and stakeholder meetings were carried out.”
4.1 Consultation Activity to Date

Direction Setting Workshops

The engagement of business, government agencies and community members is important in developing a shared vision for the town centre and ultimately gaining support and commitment to implementation of the Centre Plan.

The City of Subiaco undertook consultations as part of the Commercial Centres Strategy, CBD Parking Strategy and the Economic Directions report. In addition, in preparing this Centre Plan, a series of vision workshops, community forums and stakeholder meetings were carried out.

An overarching vision and aims for the project was established through workshops with Councillors and businesses (August and September 2004). The workshops aimed to identify what people valued about the centre, sought aspirations for the future; identified future pressures; discussed best practice examples of urban design and explored how agreed planning principles could be applied to provide a planning and development framework.

Councillors stated that they wanted a lively, profitable and exciting regional centre that retained its attractive ‘village’ appeal. It should also have diverse building occupancies and high level of mixed uses. Managing licensed establishments and avoiding ad hoc higher rise development was also regarded as important. Affordable and medium density housing should be encouraged in the periphery to assist in the transition from the ‘main street’ core of the...
centre to surrounding residential areas. Exploring ways to give Hay Street a more localised appeal (possibly reinstating a two-way flow); preventing dominance by single land uses such as offices (i.e. avoiding ‘West Perth’ creep') and addressing the issues arising from the mix of pedestrians and vehicles were also considered important goals.

The workshop with the business community centred on improving car parking provision and retaining the current attractiveness of the town centre. There was support for the current building height controls provided in the town planning scheme, it was expressed that Hay Street needed to be given greater consideration in future and they sought an extension of the Red Cat bus service from Perth along Hay Street.

Framework Plan Workshops

Development of a draft Framework Plan was assisted by a workshop held in November 2004 with staff from the Department for Planning and Infrastructure, the Subiaco Redevelopment Authority, Town of Cambridge and other key government agency stakeholders. The workshop was based on the information gathered in earlier preparation phases. It assisted in:

- Drawing up a Framework Plan;
- Identification of indicative schemes for complex strategic sites (precincts), and
- Formulating general and specific precinct development (or design) principles.

Three workshops were also held in early 2005 to discuss the draft Framework Plan with Councillors, the community and business owners/managers. All workshop participants indicated support for the directions being taken.

4.2 Public Exhibition and Responses

A display comprising explanatory text, photographs and draft plans was made available for public comment in July 2005. A brochure containing text and the plans accompanied the display. The display was moved between the library and the Station Square, Crossways and Colonnade shopping centres to encourage public viewing and responses. Businesses were also advised of the display and availability of explanatory brochures.

Overall 200 brochures were distributed, and a number of people spoke at length to Council staff. From these discussions, officers made the following observations:

- Consideration of the proposed streetcar dominated the interest of people who stopped at the stall;
- Some alterative routes were suggested including Roberts Road (past the Oval), an extension to King Edward Memorial Hospital and north through to Cambridge;
- There was good support for the activation of laneways and improved permeability in the road network for bikes and pedestrians, particularly west from Centro Ave and through to Harborne Street;
- Resounding support for the retention of a market in some form, but not necessarily in the existing location given the current state of the Station Street market;
- Some interest was expressed for Subiaco being more like Leederville or Fremantle in terms having an active night-time economy.
The table below provides a summary of issues and comments made by 33 respondents as part this consultative exercise.

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary of Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Respondents Interest</td>
<td>Resident (20); workers in City (8); business owners (2); visitors (3)</td>
</tr>
<tr>
<td>Most likeable aspects of the area</td>
<td>Village atmosphere (11); diversity (11); vibrancy (11)</td>
</tr>
<tr>
<td>Dislikeable aspects of the area</td>
<td>Lack of parking (5); width of Rokeby Rd (4); traffic (3); enclose rail station to minimise noise (3); no response (3)</td>
</tr>
<tr>
<td>Things to improve Hay Street</td>
<td>Additional streetscape improvements (9); removing speed bumps (8); traffic improvements (reinstating 2-way flow, more pedestrian/bicycle friendly) (7); no response (7)</td>
</tr>
<tr>
<td>One thing to improve Town Centre for pedestrian cyclists</td>
<td>Reduce traffic volumes, create cycle paths, enhance accessibility/safety to carparks (27); no response (6)</td>
</tr>
<tr>
<td>Easy of finding parking</td>
<td>Easy (17); difficult (10); sometimes (1); no response/not applicable (5)</td>
</tr>
<tr>
<td>Preferred location of additional parking</td>
<td>Multi-storey carpark – Churchill Ave and Barker Rd, near cinema (11); ground level (9); underground (3); encourage alternative transport modes (5)</td>
</tr>
<tr>
<td>Use of public transport to access Town Centre</td>
<td>No at all (19); rail (7); bus and rail (4); walking (3)</td>
</tr>
<tr>
<td>One thing to improve Town Centre public transport</td>
<td>Smaller more frequent bus services particularly on weekends/night (9); tram (10); extended CAT service (4); existing rail adequate (3); no response (7)</td>
</tr>
<tr>
<td>Support proposed light rail services</td>
<td>Support (26); do not support (6)</td>
</tr>
<tr>
<td>Does Subi Centro complement old Subiaco</td>
<td>Yes (15); no (13); no response (5)</td>
</tr>
<tr>
<td>Appropriate height for buildings</td>
<td>3 storeys or less (25); 3-4 storeys (2); 4-6 storeys (4)</td>
</tr>
<tr>
<td>Retail services/entertainment facilities lacking in area</td>
<td>Family store (5); specific response (eg. Fish and chips, RAC, HBF, photography) (5); swimming pool (3); more wine bars/cafes open after 5pm (4); town square (3)</td>
</tr>
<tr>
<td>More civic spaces</td>
<td>Yes (19); no (8); no response (6)</td>
</tr>
<tr>
<td>Is safety and security an issue</td>
<td>Yes (19), mainly as a result of poor lighting in carparks</td>
</tr>
<tr>
<td>Is a street market justified</td>
<td>Yes (32)</td>
</tr>
</tbody>
</table>
4.3 Detailed Discussions with Stakeholders

In developing the draft Subiaco Central Development Plan detailed discussions have been held in recent months with key stakeholders regarding proposals for strategic sites and institutional land holdings. These discussions have involved Princess Margaret Hospital, Perth Modern High School, King Edward Memorial Hospital, St John of God Hospital, the WA Football Commission, and privately owned large, strategically located landholdings. The meetings highlight broad support for relevant aspects of the plan and all parties have signalled their interest in continuing to be involved.

Respondents emphasised the need to retain a village atmosphere.
The planning context review, background working papers and consultations (refer to Parts 2 to 4) identified a number of issues to be addressed in developing the plan for the Centre. This section provides an overview of the issues that inform the detailed precinct and sub-precinct plans (Part 6).
The planning context review, background working papers and consultations (refer to Parts 2 to 4) identified a number of issues to be addressed in developing the plan for the Centre. This section provides an overview of the issues that inform the detailed precinct and sub-precinct plans (Part 6).

5.1 Retaining the Existing Character

Retaining the ‘character’ of the Subiaco Centre was identified as a high priority by all stakeholders. In part this can be managed through regulatory mechanisms, but the City may also consider the use of incentives to ensure that developers respect this character in any built form changes or developments. Also of importance is the need to ensure that the retail and commercial mix in the area is suited to local community aspirations, the needs of visitors and nearby workers.

5.2 Scale of Development

While the consultation phase of the project gave broad support for retaining the existing 4 storey height limit in the Town Centre, more site specific measures were also identified that aim to retain the pedestrian scale of the centre. These include preventing excessive overshadowing, ensuring sufficient light penetration to buildings and walkways and the need to retain sufficient curtilage around historic buildings.

5.3 Edge Development

A key driver of the project was to determine mechanisms for dealing with the interface between commercial development in the Town Centre and its impact on adjoining residential areas. The Plan proposes measures to ensure that new development on the edge of the Town Centre enhances the amenity of the public domain and surrounding sites.

5.4 Integration of Subi Centro

The redevelopment of the Subi Centro area and the sinking of the railway station has been a significant boost to the appeal of the town centre. However, there is a certain lack of harmony in the form of urban design and the standard of the public domain between the older and the newer parts of the Centre. Issues to be addressed include planting and landscaping of streets and the public domain, orienting developments and public spaces so that they focus on the heart of Subiaco – the station and the intersections with Roberts Road.

5.5 Walkability and Pedestrian Friendly Streetscapes

Creating a more walkable urban form and pedestrian friendly streetscapes was an issue raised on several occasions during the consultation process. It is also a key requirement of WAPC policy relating to the development of Centre Plans. This is to be addressed through additional traffic calming, streetscape improvements and changes to the urban form.
5.6 Activating Side Streets and Laneways

Laneways and sides streets within the centre are currently under-utilised as potential civic, commercial and retail spaces. Activating these spaces will enhance the overall appeal and vibrancy of the area. Activated side streets and laneways will also improve linkages to car parking areas and enhance safety and security. Adequate lighting and adoption of ‘crime prevention through design’ measures will assist residents, employees and visitors security at nighttimes.

5.7 Making the Most of Transit Oriented Development Opportunities

The Subiaco area is well serviced by public transport. However over 70% of trips to Subiaco are still made by car. This results in a number of costs to the centre including reducing passing pedestrian traffic to business and increasing parking demand. As a model example of transit oriented development the Subiaco town centre has a range of natural advantages that can be utilised, including using the rail station and associated pedestrian traffic to enhance the viability of local businesses.

5.8 Public Transport and Light Rail/Tram

Additional resources and incentives are required to increase the number of trips made by public transport and take advantage of Subiaco’s public transport assets. One suggestion is for the installation of a light rail (tram) system. This appears to have a high degree of support and further investigations are proposed to be undertaken by the Department for Planning and Infrastructure.

5.9 Parking

The adequacy of existing parking to meet current and future needs is a contested issue. Recent trends in parking provision promote a holistic view that focuses on demand management rather than supplying parking to meet the requirements of peak demand. It is important that parking supply does not dominate the mixed-use nature of the Centre and that Subiaco continues to harness it’s natural advantages as a ‘transit orientated development’. Parking needs to be addressed as part of a comprehensive integrated transport and access strategy.
5.10 **Activating Ground Level Shop Frontages**

Ensuring that there is an ‘unbroken’ and active streetscape along main streets such as Rokeby Road and Hay Street is a key factor contributing to business vitality. Currently there are a number of locations that have at grade, or below grade, parking which interferes with this objective.

5.11 **Business Viability**

Ensuring the viability of existing retail and commercial outlets is critical to long term plans for the centre. Of particular importance is maintaining the successful balance of land uses that make the centre a success, including the role of the leisure-based economy (e.g. restaurants, bars, cafes) that service the area’s knowledge workers. Many of these issues are addressed through the measures set out in the Subiaco Economic Development Strategy.

5.12 **The Night Economy**

The City of Subiaco’s night economy is characterised by entertainment venues such as hotels, nightclubs and restaurants. There are currently few retail outlets open on weeknights and this limits the appeal of the centre to a broad cross section of visitors. Encouraging a more balanced evening retail and hospitality offer would make the area more appealing to a diverse range of age groups and families.

5.13 **Markets**

The consultation process demonstrated overwhelming support for a produce market to be retained in the centre. The two existing markets are located on sites that have the potential to be redeveloped in the short to medium term resulting in the need for an alternative location to be identified for such a facility.

Above: The retention of markets was strongly supported.
Left: Subiaco at night.
5.14 Streetscape, Public Art and Urban Amenity

The City has a commitment to streetscape improvement which will be further refined in response to the design guidelines advocated in this report. The City is also preparing a Distinctive Lighting Strategy to beautify and enhance the public domain, based on a range of agreed concepts set out in an adopted concept plan. The use of public art is also suggested to improve urban amenity and create focal points for community identity.

5.15 Place Making

Today’s successful centres are those that provide welcoming experiences for residents, visitors and employees by creating destinations. In part this approach works by encouraging new developments to relate better to the public domain and be good neighbours to surrounding development. As mentioned elsewhere in this report, Subiaco is considered by many to be an exemplary ‘main street’ and Council should endeavour to maintain and enhance this status in implementing the Centre Plan.

5.16 Identity and Marketing

A marketing strategy for the town centre that is linked to the objectives of the City’s Economic Development Strategy is considered valuable. This strategy can be seen as part of broader efforts to influence land use patterns, the nature of patrons, modes of transport, community identity and future investments.

5.17 Statutory Changes

The intent and objects of the Subiaco Central Development Plan is consistent with the full suite of state and local planning policies and principles (see Part 2). In order to address many of the issues identified in this report there will need to be a number of local policy and statutory amendments.
The Centre Plan comprises development principles and a set of plans which cascade from a broader Context Plan through an Indicative Development Plan to local Precinct Concept Plans and supporting Development Guidelines.

These principles and plans collectively provide a good understanding of the form and function of the Subiaco Regional Centre, and will ultimately form the basis for an implementation strategy and recommendations. The Plan provides the basis for identifying prospective development sites around a logical framework of mixed land use, movement and public space elements and their interface with existing residential and institutional uses.
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6.1 Development Principles

6.1.1 Built Form & Urban Design

Principles

- Ensure the development of continuous “shop-fronts” along street frontages in accordance with Main Street design principles, and avoid disruption to the rhythm of the street.
- Maintain the existing diversity of activities and the human scale (of the built form) to the street.
- Encourage development of specific areas with opportunities for new growth in accordance with specific design and development guidelines and controls.
- Ensure that buildings address the street, and facilitate the creation of continuous and contained streetscapes, with a firm urban edge to the public footpath which provides interest, and physical interaction between buildings and pedestrians at street level.
• Encourage high quality and innovative architecture and urban design.
• Ensure that new development responds sensitively to its site and setting, and contributes to a place that is valued and visually attractive.
• Ensure that public buildings and spaces are designed to be universally accessible.
• Ensure that building design contribute to a comfortable pedestrian environment, providing opportunities for weather protection and minimising strong wind conditions in the street and public spaces.
• Ensure new development minimises any detrimental impacts on neighbouring properties.
• Encourage a gradual stepping up of the built form at the interface of existing low rise development and proposed higher rise development
• Ensure an integrated approach to the development of the Civic and Cultural precinct through improvements to the public domain.

6.1.2 Heritage

Principles

• Retain, protect and enhance buildings, places, trees, streetscapes and areas of identified historical, architectural, cultural and social significance
• Encourage the conservation and appropriate re-use of buildings and places of recognised heritage significance
• Encourage new development to be sympathetic and respectful to heritage places
• Raise awareness among the community and key stakeholders about the significance of Subiaco Centrals’ heritage places and the need to protect these heritage assets

6.1.3 Character

Principles

• Protect and enhance the rich, distinctive and valued “village” character of Subiaco Central, particularly those elements that contribute to a sense of place and identity.
• Ensure works within the public domain are consistent with the established themes of Subiaco Central.
• Encourage new development that is sensitive and complementary in scale and site location to surrounding properties of identified heritage and/or streetscape value, and which contributes positively to the desired character of the street or area concerned.
6.1.4 Access, parking

**Principles**

- Support a safe, efficient and integrated traffic, transport and pedestrian network that adequately serves the needs of residents, workers, visitors and businesses.
- Pursue, improve and promote an appropriate balance regarding accessibility to Subiaco and its major attractors by walking, cycling, public transport and private motor cars.
- Ensure that the street environment emphasises the pedestrian wherever possible and practicable, while maintaining appropriate access.
- Manage provision of adequate parking facilities and encourage integration of carparking with adjoining sites which are convenient, safe and sustainable.
- Locate parking areas to minimise adverse impacts on the streetscape, and not be detrimental to the positive attributes of Subiaco Central.
- Control new development so that access ways and parking facilities do not visually dominate the public realm or create obstructions to the pedestrian environment, and minimises potential pedestrian / vehicle conflicts.
- New buildings and places should be designed in a manner that promotes accessibility and local permeability by integration into neighbouring developments.
- Ensure a balance between the short, medium and long term parking demand through effective supply and management of parking supply and pricing.
- Avoid semi-basement car parking solutions as they impact negatively on the ground level activation of adjoining streets.

6.1.5 Public Domain

**Principles**

- Maintain and enhance the quality, identity, comfort, accessibility and usability of its existing streets, parks, "pocket parks" and civic spaces.
- Examine opportunities to expand the number of public spaces, as well as the linking of these spaces wherever possible through both public and private initiatives.
- Endeavour to visually incorporate the Subiaco Redevelopment Area into Subiaco Central through the use of a simple and consistent palette of vegetation, paving, signage and street furniture.
- Ensure that new development contributes to the quality of the public domain and the framing and activation of the public space network.
- Provide shade trees and planting beds along street verges, particularly in the transition between main street and residential areas and in the transition between Subi Centro and the established town centre.
- Provide for well-designed and integrated toilets, seating, lighting and public art within the public domain.
6.1.6 Land Uses

Principles

- Ensure that new uses support and enhance Subiaco Central’s role as a regional activity centre.
- Reinforce the ‘Main Street’ nature by giving priority to active street-oriented land uses over off-street ‘big-box’ activities.
- Encourage and promote a diverse mix of uses in new developments on larger sites in preference to monofunctional land uses such as solely retail or commercial.
- Maintain and enhance the vibrancy and excitement of Subiaco Central which appeals to local and regional visitors.
- Encourage developments that provide greater employment and visitation opportunities in proximity to the Subiaco Railway Station.
- Maintain and enhance retail uses that serve local shopping needs, offer convenience and provide local services.
- Encourage attractive and safe alfresco dining facilities to foster a lively streetscape.
- Encourage and promote original and distinctive retail uses reflecting the ‘special’ nature of Subiaco and its community.
- Ensure that residential developments do not displace or compromise the retail, commercial and hospitality base of Subiaco Central.
• Encourage quality signage that contributes positively to the streetscape and creates a sense of place.
• Discourage the undue aggregation of entertainment facilities characterised by after-hours operation and by low levels of activity during normal shopping hours.
• Encourage new development to provide options for future flexibility and change in land use.
• Enable the centre to accommodate a diverse day and night time economy.

6.1.7 Safety & Security

**Principles**

• Ensure that buildings are designed to provide a safe environment for all users, contribute positively to the enhancement of public safety, and minimise the need for intrusive surveillance technologies.
• Encourage incorporation of security measures into building design that are visually unobtrusive and in keeping with the building’s architectural style and materials.
• Encourage new development to include public spaces to be designed to enable pedestrian use of the spaces and create a sense of public ownership.
• Ensure that all public spaces have a high level of amenity, comfort and safety for users.

6.1.8 Sustainability

**Principles**

• Encourage environmentally sustainable principles in building design including energy and water efficiency, appropriate material selection, durability and ease of maintenance and a healthy indoor environment.
• Increase the use of environmentally friendly forms of transport such as walking, recreational and commuter cycling, public transport and car pools to achieve greater mobility and safety for the community and positive outcomes for the environment.
• Incorporate opportunities for inclusion or development of social and affordable housing on appropriate sites.
• Designed buildings to be adaptable and to accommodate changes in land use or additions expected over time.

*The Centre Plan seeks to increase the use of environmentally friendly forms of transport.*
6.2 Regional Centre Context Plan

The Context Plan translates the development principles into a generalised planning framework that crosses municipal and Scheme boundaries to present a broader vision of generalised land use, frontage management, placemaking and public space and access and parking.

**Land Use**

The plan endorses the retention of a medium to high density cordon of residential development around a consolidated core of mixed use development.

The mixed use designation is consistent with best practice in town centre planning because it encourages an interaction between activities and tenancies and maintains the characteristic adaptability of a dynamic main street town centre. However, advocating a framework of mixed uses should not be interpreted to mean that the Development Plan is unconcerned with the content and arrangement of activities.

The location of two supermarkets, a post office and primary school/civic uses at the southern end of the business core of Rokeby Road and the location of the rail station and related third supermarket at the northern end generates activity and movement along the main street frontages. Subject to the application of the Development Principles described in Section 6.1, the retention and enhancement of supermarkets and the post office near the Rokeby Road hilltop should be a priority objective in any redevelopment of related buildings, car parks and pedestrian lanes.

While the plan recognises the need to protect and enhance the retail foundations of the main street core, it should also make provision, where feasible, for less frenetic, quirky, bohemian and often, lower turnover retail and service businesses to locate in side streets and lanes. This is a characteristic of great towns and cities.

**Frontage Types**

The management of frontages is a fundamental issue in the development and enhancement of a main street centre. The Context Plan makes provision for a range of frontage types that vary with the level and content of activity.

The business core of Rokeby Road and Hay Street frontages should be defined by buildings with the highest level of frontage activation. This means a busy rhythm of generally contiguous, narrow-fronted shops and related retail establishments with shopfront windows and openings to the street.

Side streets and laneways that feed pedestrians to and from main street (i.e. they may directly connect with car parks or the walkable residential catchment) should be defined by buildings with a medium level of frontage activation. The frontages are still likely to be predominantly glazed with openings to the street or pedestrian route (e.g. low turnover

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Rokeby Road has a high level of street front activation with continuous, narrow-fronted shops.
shops, business services). These frontages are important in defining street blocks, connecting main street to what lies beyond and in offering natural surveillance and pedestrian amenity. Examples include the Forrest Street and Barker Road frontages to the Denis Street/Rowland Street superblock and Station Street.

Minor street frontages still need to be defined in an urban setting to make the block pattern of buildings, streets and pathways legible. Frontage definition may be in the form of display windows and walls with openings while masonry or other impermeable walls would be limited to the smallest possible extent at street level. These frontages will often provide the vehicle access points to parking stations so frontages are less likely to be contiguous.

Green frontages (typically shade trees with clear trunks and low hedges) will be appropriate in instances where an active building frontage is not feasible (eg. where the underground rail easement interrupts the continuity of buildings along Roberts Road) or where space is not available for building infill without major block redevelopment (eg. the Park Street car park frontage).

A second, more permeable form of green frontage should recognise the narrow garden frontage heritage of Subiaco. A minor garden setback is a feature of the housing interface with the main street centre. Where housing stock has been converted for office and service business use (eg. York Street), the garden contribution to the streetscape should be retained. A visually permeable garden frontage should also be retained around the civic precinct, the King Edward Memorial hospital site and along Salvado Road.

**Placemaking and Public Space**

The consolidation of buildings and competition for space in urban centres often results in a lack of shade trees and green spaces. This is an issue that has been raised by the community in relation to a number of development sites in Subi-Centro and can also be said to apply to areas within the established town centre.

The greening of the town centre is therefore an important placemaking component of the Development Plan. It builds on the shady qualities of many of Subiaco's residential streets, its civic gardens and the iconic Rokeby Road main street.

The rail reserve provides a generally continuous greenway that could be further enhanced with supplementary planting of suitable native species.

Local pocket parks and minor paved spaces should be distributed through the public space network of the town centre to provide relief and a place for social interaction. Such spaces can also accommodate a wide range of public art forms – either within the space or integrated with adjoining architecture.

The greening of the town centre should also be addressed through remedial street tree planting within the walkable catchment of main street. The measure is designed to address the loss of shade trees along streets closest to the business core of the City.

**Landmark Intersections**

Landmark intersections are key junctions where main movement corridors should be framed by prominent buildings, high quality architecture and enhanced streetscape treatments.

While the focal intersection of Hay Street and Rokeby Road is framed on four corners by urban scaled architecture, there is scope for high quality redevelopment on at least one of the corner frontages at each of the nominated landmark intersections. One or more of these strategic main street sites would be well suited from an urban design perspective for redevelopment as corporate offices over streetfront retail or as a business class hotel with a mix of standard rooms and serviced apartments over function rooms and streetfront retail.
Access and Parking

The plan can accommodate both major and minor changes to the modes of access to the Town Centre. The plan illustrates the re-instatement of a streetcar transit system, although more detailed studies are required to confirm a route.

The desirability or otherwise of a reversion to two way traffic flows in Hay Street and Roberts Road has yet to be studied in detail and must be determined in conjunction with planning for the proposed streetcar system. In the meantime, the plan proposes the removal of unnecessary traffic lanes and changes to the profile of Hay Street west of Rokeby Road and Roberts Road west of Station Street.

New cross-town vehicle and pedestrian links are an essential prerequisite to the integration of Subi-Centro development with the Town Centre and the plan shows where this could be achieved and how the changes could be integrated with the established urban framework.

The Context Plan anticipates further development of each of the public car parking stations in the town centre. In some instances, changes may be minor with landscaped edge definition or streetfront building infill to surface level car parks.

Where further car parking capacity is deemed necessary by Council, sites west and east of Rokeby Road could be developed either as multi-level stations or as two level, simply decked structures with appropriate streetfront treatments.

The later option has the appeal of working in harmony with the sloping terrain to allow for a significant increase in local parking capacity with minimal townscape impact. Access to either level would be gained directly from the adjoining streets, without the need for internal ramps and wasted circulation space. This option is likely to be favoured by many of the existing visitors to the town centre who have demonstrated a clear preference for at-grade rather than multi-level or basement parking facilities.

6.3 Indicative Development Plan

The Indicative Development Plan (IDP) applies the Principles listed in Section 6.1 to an indicative development scenario. The plan predominantly expresses a medium term view of the potential for improvements to the arrangement of central buildings and public spaces. The IDP is not a rigid master plan and different interpretations of the principles and opportunities may result in a different outcome consistent with the progressive development of Subiaco as a lively, mixed use, Main Street Regional Centre.

For convenience, the IDP comprises two plans (1 & 2) taking in the existing town centre area west of Townshend Road and the rest of the ‘main street’ centre to the east from Townshend Road through to Thomas Street.

Underpinning the preparation of the Centre Plan has been an overwhelming sense of the need to protect and enhance the character of the centre while fostering compatible development and better integrating Subi-Centro.

The IDP explores the potential for improved pedestrian and vehicle connectivity with strategic extensions to the grid of streets and pedestrian lanes. An example is the desirable connection of York Street to Seddon Street and its extension through to Centro Avenue via a new arcade or activated laneway. A larger scale initiative would directly link the Homebase site on Salvado Road with Station Square via a redeveloped Station Street markets site and new local road connections. Better pedestrian connectivity would also be developed to the rail station and Rokeby Road main street axis from St John of God Hospital and Subiaco Oval.

The plan explores the potential for streetscape consolidation with building infill along vacant frontages, including Hay Street frontages west of Rokeby Road and where gaps exist along the main street feeder roads.
Access and Parking

The plan can accommodate both major and minor changes to the modes of access to the Town Centre. The plan illustrates the re-instatement of a streetcar transit system, although more detailed studies are required to confirm a route.

The desirability or otherwise of a reversion to two way traffic flows in Hay Street and Roberts Road has yet to be studied in detail and must be determined in conjunction with planning for the proposed streetcar system. In the meantime, the plan proposes the removal of unnecessary traffic lanes and changes to the profile of Hay Street west of Rokeby Road and Roberts Road west of Station Street.

New cross-town vehicle and pedestrian links are an essential prerequisite to the integration of Subi-Centro development with the Town Centre and the plan shows where this could be achieved and how the changes could be integrated with the established urban framework.

The Context Plan anticipates further development of each of the public car parking stations in the town centre. In some instances, changes may be minor with landscaped edge definition or streetfront building infill to surface level car parks.

Where further car parking capacity is deemed necessary by Council, sites west and east of Rokeby Road could be developed either as multi-level stations or as two level, simply decked structures with appropriate streetfront treatments.

The later option has the appeal of working in harmony with the sloping terrain to allow for a significant increase in local parking capacity with minimal townscape impact. Access to either level would be gained directly from the adjoining streets, without the need for internal ramps and wasted circulation space. This option is likely to be favoured by many of the existing visitors to the town centre who have demonstrated a clear preference for at-grade rather than multi-level or basement parking facilities.

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The plan explores the potential for streetscape consolidation with building infill along vacant frontages, including Hay Street frontages west of Rokeby Road and where gaps exist along the main street feeder roads.
The principle of re-establishing streetfront continuity has particular application to the transition areas between Rokeby Road main street premises and nearby residential areas. In most instances, the cleared ground is occupied by surface car parking and the IDP has been used by the project team to explore options for integrating streetfront infill with parking station development and/or streetscape enhancement. Examples include development around the Denis/Rowland Street and Park Street (Coles) car parks.

The rationalization of the Hay Street / Rokeby Road / Roberts Road / Catherine Street superblock would allow for street grid enhancement, efficient and well-integrated parking station development and the redevelopment of strategic streetfront sites, including the landmark Pavilion Markets site.

West of Rokeby Road, the IDP illustrates an arrangement of buildings that frame and activate new links to Subi-Centro. It also illustrates desirable building infill along the Hay Street and Railway Road frontages.

Development opportunities around the intersection of Rokeby and Bagot Road are also explored, including: potential for further development at the Crossways site; streetfront infill and activation around the Park Street environs; and a possible redevelopment scenario for the Bagot Road service station site.

The expansion and upgrading of the Subiaco Oval facility into a high calibre stadium with a seating capacity for at least 50,000 spectators has been factored into the plan with the possibility of an optimised stand re-configuration along its northern flank, possible stadium-related development on the unsightly western car park site and better integration with its linear park context.

Similar proposals for the upgrading of the major institutional sites of Perth Modern School, Princess Margaret Hospital and King Edward Memorial Hospital have been illustrated with the priority given to the removal of temporary buildings and structures and the upgrading of the perimeter pedestrian environment and landscape. Significant improvements are anticipated for Perth Modern School as it undergoes a transformation to a centre of excellence for secondary education.

The IDP also recognises the value of civic facilities and parkland in a consolidated Regional Centre. The civic precinct between Bagot Road and Hamersley Road would be improved by halting the piecemeal intrusion of development into the green space and generally consolidating building accommodation to the north east corner. The plan also introduces the idea that the existing school oval could be given “village green” status with its surrounds effectively managed to reflect a greater sense of community focus.

6.4 Draft Precinct Guidelines and Concept Plans

The draft precinct guidelines and concept plans outlined in the following sections of the report have been prepared in a format that is consistent with the precinct numbers and boundaries contained in Town Planning Scheme 4.

The Figure opposite provides an overview of the Centre Plan Precinct and Sub-Precinct boundaries and may be read in conjunction with the following text and plans for each precinct.
**PRECINCT 3 – NORTH SUBIACO**

**Location**

The area bounded by the railway to the north, Thomas Street, Hay Street, Hamilton Street, York Street and Catherine Street, and the municipal boundary to the west.

**Zoning (TPS4)**

- Residential R50 and R80
- MRS Reserves for Parks and Recreation, Hospital and High School

**Desired Future Character**

- On Roberts Road there is some pressure for redevelopment of residences. The objectives of retaining building stock and encouraging residential development could be satisfied by allowing "Additional Uses" for the existing building stock fronting Roberts Road and encouraging new residential development at the rear. In the section of Roberts Road between Townshend Road and Coghlan Road (directly opposite Subiaco Oval) rezoning could be considered to allow redevelopment over time to offices and office/residential uses, with due consideration given to the transition to adjacent residential.

- The housing stock of the Gold Boom and Interwar periods should be retained and conserved throughout the Precinct where possible, as it is integral to the heritage and the character of the York Street / Roberts Road area. It is also an important contributor to sense of place in the area north of Subiaco Road where Federation era villas still provide a feature to the relatively monotonous flat and unit development. The City may offer incentives to redevelopments where original dwellings of heritage significance are retained as part of the redevelopment.

- It is essential to protect and enhance the environmental qualities of the east-west lineal parks and particularly Mueller Park and Station Square Park that lie to the west and east of Subiaco Oval. These are an important and highly visible part of Subiaco's character.

*Roberts Road, looking west showing interface of housing with east-west linear park.*
• High quality streetscapes could be encouraged to promote greater pedestrian and cycling activity and to provide a high level of security. Hamilton Street in particular has narrow footpaths which are encroached upon in places by parked cars.

• The future character of the residential areas could be encouraged as follows:
  (i) North of Subiaco Road
      Any change or redevelopment should reflect the development pattern of the remnant Federation era buildings and boundary fencing within the streetblock or immediate vicinity to encourage a better relationship to the street. The development of a small shop to meet the needs of local residents who are somewhat isolated in this area, and thereby help to foster a sense of community would be encouraged.

  (ii) Roberts Road and York Street Area
      Any change or redevelopment should reflect the scale, character, details and materials of the Federation and Interwar style buildings within the streetblock or immediate vicinity, including front and side setbacks, verandahs, fencing and vehicular access. Historicism is not, however, encouraged.

Objectives

Non-Residential Areas

Subiaco Oval & Environs

• In acknowledgement of Subiaco Oval being the State’s prime stadium the City encourages any new development associated with the Oval to be of an appropriate scale and form.

• In order to address issues of access and car parking around the oval, priority be given to pedestrian safety, amenity and convenience, and public transport.

*Subiaco Oval is the State’s largest, multi-purpose events arena.*
• That in any redevelopment ensure that the dimensions of spectator arrival areas and gathering spaces around the oval perimeter are spacious and of a high quality.

• That to provide street planting be appropriate in scale, form and distribution to the site, and enhances the function and desired attractive image of the approach roads, one of which (Haydn Bunton Drive) as a main entry to the City.

• To create, as far as is possible and practicable, the image of the “oval in the park”.

**Princess Margaret Children’s Hospital and Perth Modern School**

• To ensure development of these sites is of an appropriate scale, form and setting, and access and car parking are satisfactorily addressed.

**Residential Areas (Refer TPS4)**

In considering applications for development approval the City shall have regard to the following objectives:

• The provision of a wide range of different types of residential accommodation to meet the diverse needs of the community;

• The protection of residential areas from interaction between different intensities of uses or incompatible uses which could be objectionable or detrimental to the amenity of the neighbourhood;

• The protection of residential areas from disproportionate or excessive development by regulating the density of dwellings and the finished heights of buildings;

• The enhancement of the amenity of the residential neighbourhood by ensuring the street orientation of new dwellings, the adherence to solar and environmentally sound principles and the preservation of the character of the existing housing stock where practical to do so;

• The compatibility of new development with the established streetscape, taking into consideration prevailing narrow frontages of lots, massing, setbacks, roof forms, materials, design and landscaping.

**Preferred Uses**

As per Zoning Table (Table 1) of TPS 4.

Specifically

• Possible location of a small local shop in the area north of Subiaco Road and south of the railway.
Sub-Precincts 3a, 3b & 3c – Roberts Road & York Street

**Opportunities**

- Continue to improve the Roberts Road streetscape to enhance safety and legibility of pedestrian crossings and street tree continuity;
- Examine the function and streetscape of Townshend Road between Roberts Road and Hay Street to determine if wider, quality pedestrian pavements and an effective street tree canopy can be introduced;
- Ensure that in situations where car parking associated with new development is proposed to be provided in basement form, the basement is placed fully below natural ground level, allowing level (universal) access from the street;
- Re-examine the zoning of properties in relation to their interface with the Town Centre Zone, the Commercial/Residential Zone and Subiaco Oval;
- Improve the safety and amenity of pedestrian links to “Main Street” facilities in Hay Street and Rokeby Road;
- Upgrade Hamilton Street streetscape to improve pedestrian amenity and connection to the railway and the Town of Cambridge;
- Where possible, maintain narrow garden frontage of developments to the street;
- Provide an urban landscape edge (low hedges, fencing, street seat etc.) to existing car park frontages to York Street.

Pedestrian amenity in Townshend Road should be improved.

Hamilton Street needs quality pedestrian pavements on both sides.

Commercial/residential development in York Street should complement established residential character.
Sub-Precinct 3d – Subiaco Oval

Opportunities

- Encourage a high quality redevelopment of the stadia to 50,000+ capacity by working with the WAFC in its planning;
- Examine options for decking or lowering the adjoining railway reserve for a direct stadium interface with Railway Parade by working with the WAFC;
- Examine realignment options for Subiaco Road to allow for optimum stadium expansion along its northern flank by working with the WAFC;
- Update the transport, access and parking management plan for Subiaco Oval and its environs;
- Examine options for a high capacity, grade-separated pedestrian crossing on Haydn Bunton Drive;
- Implement major streetscape upgrade of Haydn Bunton Drive, including large-scale avenue tree planting, upgraded footpaths and lighting;
- Provide more direct and more legible pedestrian access to West Leederville train station;
- Improve amenity of pedestrian links to “Main Street” facilities in Hay Street and Rokeby Road;
- Redevelop western car park for stadium-related uses that provide an attractive interface with its surroundings;
- Create a ‘medium activated’ building frontage to Haydn Bunton Drive behind a 10m setback from the road reserve;
- Upgrade the perimeter landscape to better integrate the stadium with its local park context.

Future development of Subiaco Oval has potential to better integrate stadium with surrounding public spaces.
Sub-Precinct 3e – Mueller Park

Opportunities

• Develop a landscape improvement plan for Mueller Park that protects and enhances the quality of plantings and protects and interprets its cultural heritage values via new landscaping features;
• Ensure new residential development north of Subiaco Road addresses the street and overlooks Mueller Park to provide passive surveillance.

Sub-Precinct 3f – Perth Modern School

Opportunities

• Protect and enhance the green perimeter and landmark trees;
• In any redevelopment remove unsightly, temporary buildings and structures to examine opportunities for new campus buildings in the north-eastern corner of the school site to replace the existing open car park;
• Restore the heritage gateway and pedestrian entry to the school campus at the corner of Thomas Street and Roberts Road;
• Relocate and consolidate car parking areas and vehicle driveways away from main school buildings;
• Prepare an integrated transport and access strategy for Perth Modern School;
• Implement a major streetscape upgrade of Thomas Street, including large-scale avenue tree planting, upgraded footpaths and lighting;
• Continue to improve Roberts Road streetscape with upgraded footpaths, pedestrians crossings and avenue tree planting;
• Upgrade landscape around junctions of Roberts Road and Thomas Street, and Subiaco Road and Thomas Street.

A major upgrade of Perth Modern School should reinforce its parkland context.

Perth Modern School gateway from Thomas Street to be restored in conjunction with site improvements.
Sub-Precinct 3g – Princess Margaret Hospital

Opportunities

- Prepare an integrated transport and access strategy for Princess Margaret Hospital;
- Ensure that any car parking in basements associated with new development is placed fully below natural ground level to facilitate level (universal) access from the street;
- Prepare detailed design for gateway park and landscape upgrade at eastern end of Hay Street. Reduce expanse of footpath areas, include close-spaced tree planting, garden beds, special/feature lighting and public artworks;
- Integrate garden at Hay Street entry to Princess Margaret Hospital with proposed streetscape works;
- Implement major streetscape upgrade along Thomas Street including large-scale avenue tree planting, upgraded footpaths and lighting;
- Upgrade Hamilton Street streetscape to improve pedestrian amenity and connection to West Leederville Train Station;
- Address street front with active ground level tenancies in any redevelopment of decked car park in south-west corner of Princess Margaret Hospital site.
1. Examine options for optimum stadium expansion to 50,000+ capacity by working with the WAFC in its planning.

2. Seek advice on long-term potential for decking over or lowering adjoining railway.

3. Examine options for a grade-separated pedestrian crossing of Haydn Bunton Drive.

4. Implement major streetscape upgrade of Haydn Bunton Drive to include tree planting, footpaths & lighting.

5. Provide more legible pedestrian access to West Leederville railway station.

6. Improve pedestrian links to ‘main street’ facilities in Hay Street.

7. Redevelop unsightly western car park for stadium-related uses with development grading down in height to Haydn Bunton Drive.

8. Provide basement car parking fully below ground level in new development, to assist street level access.

9. Locate building frontages to Haydn Bunton Drive behind a 10m. setback from the road reserve.

10. Upgrade perimeter landscape to better integrate stadium with local park context.

CONCEPT PLAN
NORTH SUBIACO
SUB-PRECINCT 3d – SUBIACO OVAL
SUBIACO CENTRAL DEVELOPMENT PLAN
1. **Upgrade buildings & landscape of school campus, protect landmark trees & green perimeter.**
2. **Encourage the education department to remove unsightly, temporary buildings.**
3. **Examine opportunities for new campus buildings in North Eastern Corridor of site.**
4. **Implement landscape upgrade of Avenue tree planting & lighting.**
5. **Continue to improve Robert's Rd. with upgraded footpaths, tree planting & crossing.**
6. **Improve pedestrian connections to railway & Town of Cambridge. Upgrade road & street lighting along Western F.**
7. **Upgrade landscape around junctions of Robert's Rd. & Thomas St.**
8. **Restore heritage gateway to School from Thomas St. a & Wellington St.**
9. **Relocate car parking & driveways away from main school buildings.**
1. PREPARE DETAILED LANDSCAPE DESIGN FOR GATEWAY PARK & STREETSCAPE UPGRADE AT EASTERN END OF HAY STREET. REDUCE PAVEMENT, INCLUDE GARDEN BEDS, LIGHTING & PUBLIC ART

2. INTEGRATE GARDEN AT HAY STREET ENTRY TO PRINCESS MARGARET HOSPITAL WITH PROPOSED STREETSCAPE WORKS

3. IMPLEMENT LANDSCAPE UPGRADE ALONG THOMAS STREET: AVENUE TREE PLANTING, FOOTPATHS & LIGHTING

4. UPGRADE HAMILTON ST. TO IMPROVE PEDESTRIAN CONNECTIONS TO RAILWAY & TOWN OF CAMBRIDGE

5. PLACE BASEMENT CAR PARKING IN NEW DEVELOPMENTS FULLY BELOW GROUND LEVEL, TO ASSIST STREET LEVEL ACCESS.

6. ADDRESS STREETFRONT WITH ACTIVE, GROUND LEVEL TENANCIES IN REDEVELOPMENT OF DECKED CAR PARK IN SOUTH WEST CORNER OF HOSPITAL SITE

7. CONTINUE TO IMPROVE ROBERTS RD. WITH UPGRADED FOOTPATHS, PEDESTRIAN CROSSINGS & AVENUE TREE PLANTING

8. UPGRADE LANDSCAPE AROUND JUNCTION OF ROBERTS RD. & THOMAS STREET
Location
The area bounded by Roberts Road, Catherine Street, York Street, Axon Street, Churchill Avenue, Bagot Road, Rowland Street, Denis Street, and Railway Road.

Zoning (TPS4)
Town Centre

Desired Future Character
- The City's aim is to reinforce this Precinct as the retail core of the Subiaco Regional Centre, and to encourage a range of complementary commercial uses and some limited residential use. Rokeby Road and Hay Street are to be maintained as one of the pre-eminent “Main Street” commercial centres in the Perth Region. The on-going health and vitality of the Precinct is imperative to the City as a whole. To this end the existing balance of retail / office commercial / residential uses should not be significantly altered.
- Active frontages and retail uses should continue to dominate ground level street tenancies.
- The scale and form of future development should be complementary to the Precinct’s existing character, and the buildings which make up the landmark intersection of Hay Street and Rokeby Road should not be compromised, and their heritage integrity damaged, by the development of over-scaled buildings. The important contribution to heritage and streetscape values of each building on the corners of this intersection are recognised, and all these four buildings should be retained.
• Entertainment uses should be contained to a moderate scale and number to ensure this aspect of the centre’s attractiveness does not fundamentally alter. Smaller scale licensed outlets may be one means to enhance the appeal to knowledge workers that are critical to the continued sustainability of the area. This scale of entertainment also reduces potential for conflicts with residents and is of a scale that preserves local amenity and heritage values.

• Basement car parks should be totally below natural ground level to allow universal access to building entrances off public streets. The need for additional off-street car parking stations within the Precinct is the subject of further research.

• The Precinct is edged in part by land zoned for residential purposes. New development on the edges of the Precinct located opposite or adjacent to land zoned for residential purposes should respect the amenity of existing and future residents through appropriate site layout and design, building design, scale and proposed uses.

• Although the quality of the public domain within this Precinct is reasonably good, specific areas for improvement are evident. Some streets, car park edges and incidental public spaces need to be improved, and landscape treatments that are applied north of Roberts Road can be better integrated with the streetscapes of “old” Subiaco.

• Early proposals for a streetcar route through the middle of this Precinct are supported and if Rokeby Road is chosen as a route for the proposed streetcar, it is likely that adjacent sites would come under more redevelopment pressure. The City should ensure that opportunities for appropriate redevelopment are taken up without necessarily compromising cultural heritage values.

The urban character of Catherine Street could be further enhanced through sensitive infill development along its western frontage.
**Obectives**

- to encourage development of high quality buildings of special character commensurate with their location within the Centre of Subiaco;
- to encourage vibrant and diverse uses, which promote the area as the Town Centre of Subiaco;
- to ensure the development of continuous ‘shop-front’ development in accordance with Main Street design principles, and to avoid disruption caused by blank or uninteresting buildings;
- to foster greater pedestrian, cycle and public transport accessibility through appropriate design measures which promote transport modal shifts;
- to improve the amenity of the public domain through the greater provision of quality street furniture, plantings, information signage, paving, public art and new pedestrian accessways;
- to encourage retention of the heritage character by reinforcing original development patterns by the recycling of original building stock and ensuring new development is appropriately designed and has due regard to the unique character of the area;
- to protect the amenity of areas adjacent to the Town Centre Zone;
- to discourage the undue aggregation of large-scale entertainment facilities, such as taverns and night clubs, characterised by after-hours operation and by low levels of activity during normal shopping hours;
- to provide a more seamless integration of the public domain of “old” Subiaco with the Subi-Centro areas north of Roberts Road.

**Preferred Uses**

This Precinct should accommodate uses that relate appropriately (i) to its strategic location relative to its neighbouring attractions/facilities, and (ii) to the uses located on the opposite sides of streets.

**Generally**
- Retail at ground level
- Local convenience retailing
- Offices at first floor and above
- Some limited residential
- Serviced apartments
- Restaurants, small bars and cafes
- No additional night clubs

**Note:** The existing balance of uses in the Centre is an integral part of its success. The City should regularly monitor this situation and may take appropriate steps to ensure the balance is not significantly upset.
Specifically

- Ground floor of developments fronting Hay Street, Rokeby Road, Roberts Road, Denis Street north of Forrest Street, Rowland Street north of Barker Road, Catherine Street south of York Street and Seddon Street: retail, local convenience, entertainment (restaurants, small bars & cafes, but excluding large night clubs), markets.
- Ground floor of Catherine Street north of York Street, south side of York Street, Churchill Avenue opposite residential, Alvan Street, Denis Street south of Forrest Street, Rowland Street south of Barker Road: professional offices, residential.
- Off-street car parking – below ground, or at rear of commercial premises, or in decked form in the centre of street blocks
- Retain or develop a new market in the Centre.

Opportunities - Precinct 4

- Ensure that any car parking in basements associated with new development is placed fully below natural ground level to facilitate level (universal) access from the street.
- Plan to locate/develop a market in the Precinct by undertaking a feasibility study.
- Develop an urban design strategy to coordinate the upgrading of the urban amenity of the public domain.
- Ensure new developments provide awning / verandah treatments to activate and shelter frontages.
- Where possible, reinstate mixed-use, generally contiguous street front buildings or an urban landscape edge to frame and activate east-west feeder streets to Rokeby Road.

Sub-Precinct 4a – Bagot Road to Churchill Avenue

- Examine potential for changes and improvements to the layout and presentation of key commercial sites and car parks through discussions with key stakeholders. Continue improvements to the quality of lighting through public and private pedestrian links and car parks.
- Facilitate further activation of street and laneway frontages in conjunction with site redevelopments and/or upgrades.
- Examine the potential for an expansion of dual frontage commercial building treatment (i.e., primary access from street front and secondary access from rear car park or laneway) to suitable premises in the locality.
- Upgrade Forrest Street and Forrest Walk in conjunction with adjoining site redevelopments. Prepare an integrated streetscape design to provide for shade trees, public seating, pathway marker lighting and for alfresco dining.
- Facilitate activated building infill along the Barker Road and Forrest Street frontages in conjunction with any off-street car park redevelopment.
- Upgrade the Barker Road streetscape with new pavements, street lighting and street tree planting to improve safety and amenity for pedestrians.
- Enhance the landmark qualities of buildings at the corner of Rokeby Road and Bagot Road, with provision for additional height as a corner element at the Crossways Centre and installation of building façade lighting.
- Provide public toilets and end-of-trip facilities in appropriate locations which may include redeveloped off-street car parking stations.
Public Carpark frontage to Churchill Ave should incorporate a landscaped edge to the street.

Conceptual sketch of the Public Carpark frontage to Churchill Ave.
Barker Road streetscape lacks pedestrian amenity.

Conceptual sketch of Barker Road streetscape enhancement.
Sub-Precinct 4b – Churchill Avenue to Roberts Road

Opportunities

- The street frontage of new developments on Roberts Road should contain uses which provide some interest and interactivity for pedestrians, weather protection and added height to anchor the street.
- New developments fronting the northern end of Catherine Street should provide an appropriate low activity interface sympathetic with the predominantly residential development on the east side of the street. New development fronting the southern end of Catherine Street should provide an appropriate, interactive interface with the Colonnade mixed commercial development opposite.
- There are significant opportunities for new commercial development to occur in the centre of the Seddon Street streetblock, particularly if the public access function of Seddon Street is reinstated and its edges lined with interactive uses, and improved connections made to the surrounding streets.
- Seddon Street should be redesigned to function more as a street lined with active uses, rather than its current use as a parking area. Its link to Catherine Street should be reinstated, albeit with pedestrian access only. Seddon Street should be viewed as an integral part of a new east-west pedestrian route that would extend either side of this streetblock. The amenity, safety and streetscape presentation of the street should also be improved through the following measures:
  - the favourable north-facing aspect of the southern edge of Seddon Street should be utilised for shops and/or cafes.
  - replace right-angle parking with parallel kerbside parking, provide wide footpaths, street lights and trees planted in footpath nibs
  - narrow the Seddon Street crossover to Rokeby Road and carry the existing Rokeby Road footpath materials and levels across the mouth of the street

Status of landmark intersection of Rokeby and Roberts Roads should be reinforced by appropriately scaled and activated corner buildings.
• investigate the means by which the eastern end of Seddon Street could be directly opened up to Catherine Street for pedestrian and cycle access
• promote the establishment of interactive uses on both sides of Seddon Street, (which may be “sleeved” decked car parking stations) and in particular take advantage of the north-facing aspect of the southern side of Seddon Street to introduce shops and/or cafes at ground level

- The role that the internal ground level car parks within the Seddon Street streetblock play in providing both short and long-term parking should be addressed by the City, and an appropriate balance arrived at given the proximity to the Subiaco train station.
- Vehicle access off surrounding streets, especially Rokeby and Roberts Roads, should be provided in such a manner that the safety and amenity of pedestrians using the public footpaths is not unduly compromised.
- Appropriate traffic-calming methods should be applied to the perimeter streets of the streetblock, especially in areas of high pedestrian flow.

Blank facade along eastern side of Alvan Street.

Conceptual sketch of possible arcade link between Alvan Street and Rokeby Road.
PART 6

CENTRE PLAN

- Ensure new development utilises the existing vehicular access system into the Seddon Street streetblock, rather than creating additional accessways and public footpath crossovers unless it can be amply demonstrated that a better access/movement situation will be achieved.
- Encourage future commercial developments which back onto the central parking areas to have dual entry opportunities.
- Repair street front continuity with activated building infill development.
- Reposition building envelopes to frame and activate street block frontages.
- A new activated pedestrian connection (arcade or laneway) should be pursued connecting Rokeby Road in the vicinity of Seddon Street westwards to Alvan Street. This should take the form of a laneway or arcade with activated frontages along both sides.
- Implement appropriate traffic-calming measures and pedestrian safety improvements to Hay Street between Catherine Street and Rokeby Road.

Street front infill potential around York Street intersection.

Conceptual sketch of possible upgrade to Catherine Street.
Catherine Street viewed from west end of York Street.

Conceptual sketch of possible pedestrian link between York Street and Seddon Street across Catherine Street.
Seddon Street currently dominated by car parking.

Conceptual sketch of possible rehabilitation of Seddon Street at junction with Rokeby Road.
Hay St looking West to Subiaco Hotel

Conceptual sketch of possible streetscape enhancement, including infill development along hotel car park frontage.
PART 6
CENTRE PLAN

Sub-Precinct 4c – West of Alvan Street

Opportunities

- Extend the Seddon Street link to Railway Road via infill development over cinema carpark
- Extend Denis Street north of Hay Street to connect with Railway Road. This could be in the form of a narrow pedestrian laneway.
- Re-profile Hay Street west to remove road widening, construct infill street front buildings and indented kerbside parking
- Minimise the number and width of vehicle crossovers

Above: Existing development opposite North end of Denis Street.
Below: Conceptual sketch of possible extension of Denis Street.
1. Examine potential for improvements to layout & presentation of key commercial sites & car parks. Continue improvements to lighting of pedestrian links and car parks.

2. Activate street/lane way frontages in conjunction with site redevelopments.

3. Reinstate street front buildings or an urban landscape edge (low hedges, fencing etc.) to car park frontages.

4. Examine the potential for limited expansion of secondary frontage treatments from rear car parks to commercial buildings.

5. Upgrade Forrest Street & Forrest Walk in conjunction with adjoining site redevelopment.

6. Include activated ground floor tenancies along the Barker Road & Forrest Street frontages in any car park redevelopment.

7. Upgrade the Barker Road streetscape: new pavements, street lighting & street tree planting.

8. Provide public toilets & end of trip facilities in appropriate locations such as car parking stations.

9. Enhance the landmark qualities of buildings at the corner of Rokeby Road and Bagot Road.
1. Ensure streetfront continuity in redevelopment & provide weather protection for pedestrians.

2. Connect Seddon Street with Catherine Street through new pedestrian link.

3. Develop new activated arcade/laneway west of Rokeby Road to Alvan Street.

4. Reposition building envelopes to frame and activate street block frontages.

5. Reinstate and reconstruct Seddon Street with parallel parking, new pavements, street trees, lighting & furniture.

6. Position decked or basement car parking stations either side of Seddon Street with shops & cafes at ground level.

7. Reinstate mixed use, contiguous street front buildings or an urban landscape edge, to York Street & Churchill Avenue.

8. Minimise the number and width of vehicle crossovers to York Street & Churchill Avenue.

9. Facilitate quality, landmark building in any redevelopment of markets site with provision for extra height as a corner element.

10. Extend the Hay Street traffic-calming strategy to the section of Hay Street between Catherine St. & Rokeby Rd.
1. Extend the ‘Seddon Link’ to Railway Road via infill development over basement cinema car park.

2. Extend Denis Street north of Hay Street to Railway Road.

3. Re-profile Hay Street west of Denis Street and remove road widening.

4. Re-establish mixed use, contiguous, street front buildings or an urban landscape edge, to Forrest Street.

5. Where possible, re-establish mixed use, generally contiguous, street front buildings to frame & activate Hay Street frontage.

6. Minimise the number and width of vehicle crossovers.

7. Place basement car parking in new developments fully below ground level, to assist street level access.
**PRECINCT 5 – HAY STREET EAST**

*Varied building setbacks along Hay Street need to be progressively brought forward to the streetfront as redevelopment occurs.*

**Location**

The area bounded by York Street, Hamilton Street, Hay Street, Thomas Street, Churchill Avenue and Axon Street.

**Zoning (TPS4)**

Commercial / Residential

**Desired Future Character**

- The role of the Hay Street East Precinct is to reinforce the uses and development within the Town Centre Precinct in an ancillary, complementary manner and a high quality mixed-use character is encouraged. New developments will be required to appropriately address the street or any public arena, presenting building faces that are sympathetic to the streetscape, or other public domain to which they face and should be built up to the street edge.
- The historic fabric within the Precinct shall be retained where possible and sympathetically adapted in accordance with conservation guidelines. The historic pattern and character shall be reinforced and the “gaps” in the built form shall be ameliorated by appropriate infill development.
- Previous street works aimed at providing higher levels of pedestrian amenity and transforming Hay Street into a landscaped boulevard with appropriate street furnishings should be continued. General upgrading of the environmental quality and urban design should be encouraged so as to achieve:
  - a more intimate relationship of buildings to the street, with nil setbacks except where specifically designed spaces provide for pedestrian use;
  - closer spacing of street shade trees;
  - a reduction in the excessive number of crossovers which disrupt both pedestrian and vehicular flows.
Developments or uses at the rear of lots will be encouraged to provide a high quality frontage to Churchill Avenue and York Street consistent with the residential character, and to improve the outlook of facing residential properties.

The Hay Street / Thomas Street intersection, as the eastern entry to the City of Subiaco, should be enhanced with additional streetscape treatments.

**Objectives**

- to develop an area with a strong recognisable identity characterised by development of a mixture of high quality commercial and residential accommodation;
- to encourage medium scale mixed-use development of a type and character appropriate to the Hay Street east area;
- to ensure that any new works undertaken within the Hay Street road reserve do not prejudice the potential for the introduction at a future date of the proposed streetcar transit system;
- to encourage safe pedestrian and vehicle coexistence and/or segregation and to promote design elements with regard to car parking areas which serve to enhance the streetscape and the amenity of the locality;
- to encourage retention of heritage character by reinforcing the original development patterns and the recycling of existing building stock;
- to encourage pedestrian-friendly development orientated to the street in the traditional manner, enabling surveillance of both the street and pedestrian areas.
PART 6

CENTRE PLAN

Preferred Uses

Generally

• Offices
• Retail
• Residential
• Serviced apartments
• Cafes and restaurants

Precinct 5 – General Opportunities

• Where possible, reinstate mixed-use, generally contiguous street front buildings or an urban landscape edge (low hedges, fencing, street seats, etc.,) to frame and activate York Street and Churchill Avenue frontages;
• Ensure that car parking associated with new development is placed in basement car parks fully below natural ground level, allowing level (universal) access from the street;
• Minimise the number and width of vehicle crossovers to York Street and Churchill Avenue.
Sub-Precinct 5a – Axon Street to Townshend Road

Opportunities

• Upgrade streetscape of Townshend Road to include pedestrian pavements of higher quality and greater width and an effective street tree canopy;

• Upgrade pedestrian and road pavements at landmark intersection of Hay Street and Townshend Road and include public art, building façade lighting and street furniture;

• Upgrade streetscape amenity of feeder roads to Hay Street.

Intersection of Hay Street and Townshend Road would benefit from redevelopment of western corner sites and streetscape enhancement.
Sub-Precinct 5b – Townshend Road to Coghlan Road

**Opportunities**

- Position infill development along Hay Street at street front with an active ground floor tenancy;
- Upgrade streetscape of Townshend Road to include pedestrian pavements of greater width and quality, and an effective street tree canopy;
- Upgrade pedestrian and road pavements at landmark intersections of Hay Street and Townshend Road and include public art, building façade lighting and street furniture;
- Consistent with planning policy, rationalise the number of vehicle crossovers to car parks from Hay Street as sites are redeveloped;
- Audit approvals for car parking on public footpaths and road verges and remove non-approved bays to allow additional tree planting;
- Ensure new development is setback from the rear right of way sufficiently to allow effective widening of the road carriageway to facilitate two-way vehicular traffic.

Sub-Precinct 5c – Coghlan Road to Thomas Street

**Opportunities**

- Position infill development at street front with an active ground floor tenancy;
- Consistent with planning policy, rationalise the number of vehicle crossovers to car parks from Hay Street as sites are redeveloped;
- Audit approvals for car parking on public footpaths and road verges and remove illegal bays to allow additional tree planting;
- Protect and upgrade mid-block service lane right of way to provide better access to car parks;
- Install an effective screen to Thomas Street car park;
- Ensure new development is setback from the rear right of way sufficiently to allow effective widening of the road carriageway to facilitate two-way vehicular traffic.
1. Examine the profile & streetscape of Townshend Rd. to determine if wider, quality pedestrian pavements & an effective street tree canopy can be introduced.

2. Upgrade streetscape at the landmark intersection of Hay Street & Townshend Rd. include public artworks & building façade lighting.

3. Upgrade the streetscape amenity of feeder roads to Hay St.

4. Reinstate mixed use, contiguous, street front buildings or an urban landscape edge to York Street & Churchill Avenue.

5. Minimise the number and width of vehicle crossovers to York Street & Churchill Avenue.

6. Place basement car parking in new developments fully below ground level, to assist street level access.

7. Position infill development along Hay Street at the street front with an active ground floor frontage.
1. Position infill development along Hay Street at the street front with an active ground floor frontage.

2. Examine the profile & streetscape of Townshend Road to determine if wider, quality pedestrian pavements & an effective street tree canopy can be introduced.

3. Upgrade the streetscape at landmark intersection of Hay St. & Townshend Rd. to include public art & building facade lighting.

4. Rationalise the number of vehicle crossovers to car parks from Hay St. as sites are redeveloped.

5. Upgrade streetscape amenity of feeder roads to Hay St.

6. Reduce street front parking to allow additional tree planting.

7. Reinstate mixed use, contiguous street front buildings, or an urban landscape edge, to frame York St. & Churchill Ave.

8. Minimise the number and width of vehicle crossovers to York Street & Churchill Avenue.

9. Place basement car parking in new developments fully below ground level, to assist street level access.

10. Setback new development from rear R.O.W’ s to allow two-way vehicular traffic.

CONCEPT PLAN
HAY STREET EAST
SUB-PRECINCT 5b – TOWNSHEND RD TO COGHLAN RD
SUBIACO CENTRAL DEVELOPMENT PLAN
1. Position Infill Development along Hay Street at street front with an active ground floor frontage.

2. Rationalise the number of vehicle crossovers to car parks from Hay St. as sites are redeveloped.

3. Reduce street front parking to allow additional tree planting.

4. Protect & upgrade mid-block service lane (R.O.W) to provide better access to car parks. Setback new development from any rear R.O.W to allow two-way vehicular traffic.

5. Install an effective screen to Thomas St. car park.

6. Reinstate mixed use, contiguous, street front buildings, or an urban landscape edge, to frame York Street & Churchill Avenue.

7. Minimise the number and width of vehicle crossovers to York Street & Churchill Avenue.

8. Place basement car parking in new developments fully below ground level, to assist street level access.
Location

The land fronting Rokeby Road (both sides) between Nicholson Road and Hamersley Road, and the land on the east side of Rokeby Road between Hamersley Road and Bagot Road.

Zoning (TPS4)

Commercial / Residential

Desired Future Character

- A high quality, mixed-use character shall be encouraged, including local businesses and shops primarily servicing local needs. Restaurants should also be restricted to encourage their establishment in the Town Centre Zone.
- The existing diverse range of building forms from different development eras is acknowledged. A streetscape unity and greater pedestrian amenity should be gradually achieved through uniform streetscape works and the appropriate treatment of setbacks and new building frontages.
- Basement car parks need to be wholly located below ground, which will eventually result in level access to streetfront doors and opportunities for activated frontages.
- The diversity and integration of residential accommodation is to be encouraged throughout the Precinct.
• The activities of the Precinct shall address and enliven Rokeby Road, whilst enhancing without negatively impacting on the amenity of the abutting residential areas.

• The historic fabric should, where possible, be retained and sympathetically adapted in accordance with the Australia ICOMOS Burra Charter principles. Streetscapes shall reflect the pattern and character of historic forms of development, improve the public domain amenity around buildings, off-street car parking areas and associated pedestrian connections.

• All new developments shall be required to sympathetically address the street and public arena.

• Vehicular access from rear ROWs shall be consolidated and ROW usability upgraded over time.

• An appropriate redevelopment of the anomalous service station site is encouraged.

• The relationship to the Civic Precinct should be enhanced.

Objectives
• to develop an area with a strong recognisable identity characterised by development of a mixture of high quality commercial and residential accommodation;

• to encourage small-to-medium scale mixed-use development of a type and character appropriate to the Rokeby Road South area;

• to encourage safe pedestrian and vehicle coexistence and/or segregation and to promote design elements with regard to car parking areas which serve to enhance the streetscape and the amenity of the locality;

• to link the Civic Precinct with the Centre and reinforce the ‘gateway’ between the two areas;

• to encourage retention of heritage character by reinforcing the original development patterns and the recycling of existing building stock;

• to encourage pedestrian-friendly development which is orientated to the street in the traditional manner, enabling surveillance of both the street and pedestrian areas.

Preferred Uses

Generally
• Office
• Residential
• Retail uses that mostly serve local needs
• Civic

Specifically
• Retail and open space on the Rokeby Road / Bagot Road eastern corner
Precinct 6 – General Opportunities

- Achieve through redevelopment of individual properties over time an awning / verandah treatment along the Rokeby Road frontage that is consistent with an activated and sheltered main street frontage.
- Ensure that in situations where car parking associated with new development is proposed to be provided in basement form, the basement is placed fully below natural ground level, allowing level (universal) access from the street.
- Encourage where possible the provision of a good tree canopy at the rear of lots to minimise reflectivity and heat gain on adjacent development, and to reduce the impact of unsightly parking and service areas.

Sub-Precinct 6a – Bagot Road to Hamersley Road

Opportunities

- Ensure new development is setback from the rear right of way sufficiently to allow effective widening of the road carriageway where required to facilitate two-way vehicular traffic.
- Upgrade continuity and amenity of pedestrian paths at the southern and eastern approaches to the corner of Rokeby Road and Bagot Road in the vicinity of the service station site to give greater priority to pedestrian movements.
- In the event that the service station is redeveloped, seek to create a minor public square supported by some narrow-fronted retail uses along the Bagot Road frontage to reflect the treatment on the opposite (west) side of Rokeby Road.
Sub-Precinct 6b – Hamersley Road to Heytesbury Road

Opportunities
Covered in general section

Sub-Precinct 6c - Heytesbury Road to Nicholson Road

Opportunities
• Ensure the any new developments on the corners of Rokeby Road and Nicholson Road are of a scale, form, design, quality and use appropriate to their location at an important entry point to the town centre.
1. Through redevelopment over time achieve an awning/verandah treatment along the Rokeby Road frontage. Review interface of street trees.

2. Upgrade pedestrian paths at the southern & eastern approaches to the corner of Rokeby Road & Bagot Road to give greater priority to pedestrian movement.

3. In the event that the service station site is redeveloped seek to create a minor public square supported by narrow-fronted retail tenancies along Bagot Road reflective of the opposite side of Rokeby Road.

4. Place basement car parking in new developments fully below ground level, to assist street level access.

5. Setback new development from the rear R.O.W sufficiently to allow effective widening of the road carriageway to facilitate two-way vehicular traffic.

6. Encourage the provision of a tree canopy at the rear of lots to minimise reflectivity & heat gain on adjacent development & to reduce the impact of unsightly parking & service areas.
Precinct 7 - Civic

Location

The area bounded by Bagot Road, Rokeby Road, Hamersley Road and Hensman Road.

Zoning / Reservation (TPS4)

The streetblock is reserved for Public Purposes, Civic and Cultural Uses and Open Space.

Desired Future Character

- The role of civic and cultural activities shall be reinforced in development and adaptation of facilities in the Precinct.
- The activities within the Precinct should be developed to reinforce the Precinct’s landscape, environment, and heritage characteristics, to provide more coherence and interpret the area’s historical significance as a community asset.
- The pedestrian network of the Precinct both through it and linking it to various activities in abutting areas, should be enhanced.
- The historic built and landscape fabric of the Precinct should be retained and sympathetically adapted in accordance with conservation guidelines; Development should respect and reinforce historic landscaping forms and features.
- Appropriate landscaping, lighting and interpretive signage shall be provided to enhance the amenity and security of the Precinct, particularly in parking areas.
**Objectives**

- To develop and promote the area as a focus of civic and cultural activities;
- To encourage the activities and linkages within this Precinct to be more closely integrated with the town centre, Rokeby Road south and the areas to the west;
- To protect the Precinct’s landscape, environment and heritage values;
- To reinforce interpretations of the Precinct’s of heritage and arboricultural value.

**Preferred Uses**

- As permitted by the vesting orders of the various Reserves.

**Opportunities**

- Develop concept of “Village Green” in consultation with Department of Education and Training and affected stakeholders. Explore benefits of sharing resources and maintenance;
- Better integrate Rankin Gardens with proposed “Village Green”;
- Liaise with stakeholders to remove temporary buildings, and unsightly sub-standard walls and fences;
- Prepare comprehensive landscape plan for the “Village Green” and Theatre Gardens to update paths, lighting, directional signs and planting;
- In the event that the Subiaco Police Station is relocated, secure site and heritage building for community purposes and redevelop surroundings so that they better integrate with the park activities;
- Expand street tree replacement program to achieve a more cohesive sense of place around the Civic Precinct;
- Rationalise planting throughout the Civic Precinct to reduce overcrowding, eliminate incompatible species and improve passive surveillance and security.
1. Develop the concept of a ‘Village Green’ in consultation with Education Department & affected stakeholders. Explore benefits of sharing resources & maintenance.

2. Better integrate Rankin Gardens with proposed ‘Village Green’.

3. Remove temporary buildings & any sub-standard walls & fences in consultation with stakeholders.

4. Prepare a comprehensive landscape plan for the ‘Village Green’ & Theatre Gardens to update paths, lighting, directional signage & planting & beautify the area.

5. In the event that the police station is relocated, secure the site & heritage building for community purposes. Redevelop surroundings to police station to better integrate site with park context.

6. Expand street tree replacement programme to achieve a more cohesive sense of place around the Civic & Cultural Precinct.

7. Rationalise planting through the Civic & Cultural Precinct to reduce overcrowding, eliminate incompatible species & improve passive surveillance & security.

CONCEPT PLAN
PRECINCT 7 – CIVIC AND CULTURAL
SUBIACO CENTRAL DEVELOPMENT PLAN
Precinct 9 - West Subiaco

Location
The area bounded by the railway reserve, Nicholson Road to the south, and following the rear boundaries of the properties to Rokeby Road, the Civic and Cultural Precinct and Town Centre Precinct.

Zoning (TPS4)
Residential, MRS and Local Reserves for Public Purposes (hospital).

Desired Future Character
- High standards of design which enhance the streetscapes will be encouraged. Improved pedestrian connections through this northern part of the Precinct are highly desirable, given the proximity of the area to the town centre, railway and other facilities. Upgrading of some streetscapes, particularly in the transitional areas between commercial and residential is required.
- Residential development should overlook, and where possible provide frontage to, streets, parks and other public spaces.
• The redevelopment of the car park at KEMH is necessary to improve overall appearance, safety and amenity. Additional pedestrian access is to be encouraged. Any change or redevelopment of the hospital and/or grounds should be the subject of special use guidelines.

• The future character of the residential area north of Bagot Road shall reflect the development pattern of existing buildings within the streetblock or immediate vicinity, to encourage a relationship with the street and ensure the retention of streetscapes.

**Objectives - General**

• To encourage the consolidation of the existing pattern, character and mix of residential development, whilst recognising the opportunities available in the immediate vicinity of KEMH for areas of special use development;

• To encourage a range of housing forms north of Bagot Road.

**Objectives - Residential Areas (Refer TPS4)**

In considering an application for development approval the City shall have regard to the following objectives:

• The provision of a wide range of different types of residential accommodation to meet the diverse needs of the community;

• The protection of residential areas from interaction between different intensities of uses or incompatible uses which could be objectionable or detrimental to the amenity of the neighbourhood;

• The protection of residential areas from disproportionate or excessive development by regulating the density of dwellings and the finished heights of buildings;

• The adherence to solar and environmentally sound principles and the preservation of the character of the existing housing stock.

**Preferred Uses**

• As per the Zoning Table 1 in TPS 4.
Sub-Precinct 9a

**Opportunities**

- Upgrade Barker Road streetscape to include quality pedestrian pavements and consistent street tree canopy.

Sub-Precinct 9b – King Edward Memorial Hospital

**Opportunities**

- Work with Department of Health consultants to update campus structure plans and upgrade buildings and landscape features. Protect and enhance green perimeter and landmark trees;
- Lobby Department of Health to remove unsightly, temporary buildings and structures;
- Re-establish legible street block character, including pedestrian and cycle access along Hensman Road;
- Prepare an integrated transport and access strategy for KEMH;
- Remove clutter of inappropriate planting at northern end of closed road (Hensman Road) pavement to allow for passive surveillance;
- Upgrade entry points to hospital with new pavements, planting, signs and covered casual seating;
- Provide low height landscape screens (hedges, fences as appropriate) along street frontages to off-street car parks;
- Upgrade streetscape of Railway Road to reflect Regional Centre context and function. Designate and construct safe pedestrian crossing points;
- Upgrade landscape or railway reserve and off-street car parks along Railway Road to reflect linear “Greenway” concept;
- Improve streetscape and pedestrian amenity around hospital perimeter and along Bagot Road links to Town Centre and railway stations.

*Improve pedestrian safety at the northern end of Hensman Road by replacing existing landscaping.*
1. Update campus structure plan & upgrade buildings & landscape. Protect & enhance green perimeter & landmark trees by working with Health Department.

2. Remove unsightly, temporary buildings and structures by working with Health Department.

3. Re-establish legible street block character - including pedestrian & cycle access along Hensman Road.

4. Remove overgrown planting at the northern end of the closed Hensman Road pavement to allow for passive surveillance of pedestrians.

5. Upgrade entry points to the hospital with new pavements, planting, directional signage & casual seating.

6. Provide low height landscape screens (hedges, fences as appropriate) along street frontages to car parks.

7. Upgrade the streetscape of Railway Road to reflect its gateway & regional centre context. Construct safe pedestrian crossing points.

8. Upgrade the landscape of the rail reserve & car parks along Railway Road to reflect greenway concept.

9. Improve streetscape around the hospital perimeter & along the Bagot & Barker Rd. links to the town centre & rail station.
“Issues of height, car parking provisions, use permissibility and certain other key development principles will need to be addressed through this process…”
7.1 Statutory Measures to implement the Centre Plan

There will be a number of changes required to Town Planning Scheme 4 arising from a finalised Centre Plan. Such changes will require the initiation of an amendment to address key issues/objectives where the City wishes to control development with the statutory backing of the scheme, and in particular to guide the exercise of discretion on key development requirements. Issues of height, car parking provisions, use permissibility and certain other key development principles will need to be addressed through this process. It is also appropriate that the Centre Plan be empowered by being cited within the scheme text.

In the interim it is proposed that the Centre Plan be adopted wholly as a planning policy in accordance with Clause 78 of TPS4. This will effectively empower the Plan as a relevant planning document in decision-making processes and will assist the City in exercising discretion in relation to development proposals until full integration of the plan into the City’s town planning decision making framework.

The impending normalisation of the remainder of the Subiaco Redevelopment Scheme (SRS) will also require consideration in terms of the changes required to empower the Centre Plan. This process might be best addressed at the time that the SRS is integrated into TPS4 so that the two processes can be undertaken simultaneously.

It is proposed to make a number of changes to policies as represented in the table below:

<table>
<thead>
<tr>
<th>Existing Policy</th>
<th>New Policy</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Centre Precinct (1999)</td>
<td>Town Centre Precinct</td>
<td>This key policy will be integral to the implementation of the Centre Plan. The revised policy will need to be given a hierarchical structure and broken down in such a way that it can readily be understood and applied. Particular attention will need to be given to identified interface issues.</td>
</tr>
<tr>
<td>Hay Street East Precinct (1999)</td>
<td>Hay Street East Precinct</td>
<td>The revised policy will need to be given a hierarchical structure and broken down in such a way that it can readily be understood and applied.</td>
</tr>
<tr>
<td>Rokeby Road South Precinct (1999)</td>
<td>Rokeby Road South Precinct</td>
<td>The revised policy will need to be given a hierarchical structure and broken down in such a way that it can readily be understood and applied.</td>
</tr>
<tr>
<td>North Subiaco Precinct (1999)</td>
<td>North Subiaco Precinct</td>
<td>A review of the existing policy will be required to recognise the changing environment associated with key public facilities including Subiaco Oval, PMH and Perth Modern School. At this time the opportunity should be undertaken to review the remainder of the policy.</td>
</tr>
<tr>
<td>West Subiaco Precinct (1999)</td>
<td>West Subiaco Precinct</td>
<td>A review of the existing policy will be required to recognise the changing environment associated with key public facilities including KEMH. At this time the opportunity should be undertaken to review the remainder of the policy.</td>
</tr>
</tbody>
</table>
7.2 Action Plan

Implementing the Centre Plan will require Council to undertake a range of actions over a number of years to execute improvements in the public domain. The City may undertake capital work projects in its own right such as in the development of public areas or may assist with capital works projects by others. The Council’s investment priorities will also need to be linked to strategies contained in the Centre Plan.

Similarly, private developers, state government agencies, the community and institutions will be required to take actions to develop the Plan on privately owned land. State government agencies and utility providers will also be called upon to ensure that their works comply with the Centre Plan.

7.3 Conclusion

The Subiaco main street centre is an interesting and currently very viable locality. In order to maintain and enhance its performance a number of statutory changes, streetscape improvements and built form modifications have been developed through this Centre Plan. It is the result of a broad consultation process, an assessment of the existing urban fabric and development of a series of expert working papers. The Plan provides a way forward to ensure that the town centre remains competitive, is welcoming to all and is economically successful in the long term.

The Centre Plan promotes principles that are consistent with the WAPC’s Network City, the Metropolitan Centres Policy and the objectives of the WA State Sustainability Strategy. Following an additional consultation process, the Centre Plan will be resubmitted back to Council and then the WAPC for adoption and implementation.
ACKNOWLEDGEMENTS

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