Delivering successful
METRONET
Station Precincts
METRONET is as much a land use plan as a transport plan, and each project will be designed to marry the best transport outcomes with optimised land use outcomes.

Hon Rita Saffioti MLA
Minister for Transport; Planning; Lands
People

METRONET’s transport infrastructure is being planned and designed with the comfort, safety and convenience of passengers as the highest priority.

By adding more than 70 km of rail and up to 18 new stations to Perth’s passenger rail network, people will have more opportunity to leave their car at home and catch the train to work, to go shopping, to watch their favourite team play on the weekend, to catch a flight from the airport, or to meet up with friends.

It will be one of the largest single investments in public transport that the city has seen, provide the people of Perth with a level of access and service that is world class, and create a framework for sustainable growth of the city over the next 50 to 100 years.

Place

METRONET is the catalyst to turn over 5,000 hectares of land around new stations to desirable places for investment in housing, jobs and services for growing communities. These developing precincts will be places where people live, work, go to school, hang out with friends, raise a family and where they downsize to when they retire. Each place will be different, some will be existing neighbourhoods in established urban areas, while others will be new neighbourhoods in developing outer suburbs. METRONET will ensure that each place is planned to develop appropriately for the people who will make it their home.
The need for METRONET

An important part of balancing metropolitan growth is maintaining an adequate supply of land for urban development. The current growth strategy places stringent requirements on the efficient use of available land in both existing and new urban growth areas, with a target of 47 per cent of all new housing to be accommodated within the already developed urban area.

In addition, all new residential development must achieve specific minimum residential densities, provide a range of housing types to cater for different lifecycle needs and choices, as well as providing access to services, jobs and amenity for local residents. New development must also be supported by a multi-modal transport network that promotes sustainable travel behaviour.

METRONET is an essential element of this growth management strategy. It will support the progressive development of medium to higher intensity urban development around new and existing railway stations across Perth. These locations are some of the most appropriate places for more compact ‘urban villages’ that will provide amenity, services and employment for growing local communities.

The METRONET program includes constructing new rail lines, links and stations, and the commencement of a level crossing removal program along with an associated rail car assembly program.

The State Government’s urban growth strategy, *Perth and Peel@3.5million*, estimates the greater metropolitan population will increase from just over two million in 2017 to 3.5 million by 2050. To accommodate this projected population growth, and to protect lifestyle values into the future, the strategy focuses on creating a connected city that is liveable, prosperous and sustainable, linking metropolitan centres with priority public transport.
Benefits of station precincts

The benefits of a more compact pattern of urban growth, particularly when focussed around high quality public transport nodes, is well supported and understood globally.

When well-planned and managed, this type of urban development creates higher density mixed-use centres of activity that effectively reduces reliance on the private car for access to daily activities. People have the opportunity to live closer to their workplaces, as well as having easy, walkable access to support services, daily and weekly shopping, entertainment and leisure facilities.

It is a more sustainable way for a city to grow. Developing higher density station precincts can protect neighbouring suburban areas from pressure to meet infill housing targets through subdivision of existing suburban backyards.

Compact urban development also helps protect the environment from further urban sprawl, and supports culturally and socially inclusive places, by promoting equity of access and housing diversity.

The increased population in these compact centres is sufficient to support local services and businesses, along with improved infrastructure efficiencies, as the supporting infrastructure can be provided more cost-effectively per capita.
Measurable benefits include:

- Reduced CO₂ emissions
- Improved accessibility via (non-car) transport modes
- Reduced travel times and costs
- Improved health outcomes (from increased physical activity and available leisure time)
- More efficient use of urban land
- Increased housing diversity
- Access to improved public open space
- Reduced environmental impact (urban water/biodiversity)
- Reduced infrastructure provision cost (per capita)
METRONET station precincts are broadly defined as the area within one kilometre (a 10-15 minute walk) from the station. The specific precinct boundary will vary depending on local physical or geographic constraints, such as major roads, rivers or bushland.

The State Government has identified these precincts as some of the most important locations for future development of housing, jobs and community services. The surrounding suburbs will remain largely low density residential in character but station precincts will be planned to develop as higher density active urban places, offering a range of living, employment, entertainment and recreation options.

Importantly, not all station precincts are the same. Some are in new growth areas and will be planned and developed from scratch, while others are in existing urban areas with established local communities and infrastructure in place. Some precincts will have a strong focus on jobs and services, while others will be predominantly residential. Some will start out as transit only stations, but will evolve to become local urban centres over time. Others will have a specific primary function, such as a university, health campus, regional sporting facility or airport.

METRONET has identified the following station precinct types:

**City Centre:** Perth central business district (CBD) has the highest concentration of jobs and services in the metropolitan region, and is served by three major railway stations to cater for the high volume of commuter traffic.

**Strategic Centre:** The metropolitan region has a number of existing and planned strategic centres which are key locations for jobs, services and higher density housing outside of the Perth CBD.

**Town Centre:** Town centre precincts have increased density and a diversity of housing types, along with a retail and service centre that supports its district catchment and local employment.

**Neighbourhood Centre:** Neighbourhood centre precincts are predominantly medium to higher density residential in character with retail and services that meet the daily needs of the local community.

**Specialised Centre:** These precincts have a predominant focus on a specific activity, such as education, health, sport, science and innovation, or regional transport.

**Transit Node:** These precincts perform a primary transport interchange function, and generally include bus to rail transfer, station parking and drop off facilities.
METRONET recognises that each station precinct has a unique character and function, and has developed a precinct typology framework to support the planning and development appropriate for each place type.

<table>
<thead>
<tr>
<th>Neighbourhood Centre</th>
<th>Specialised Centre</th>
<th>Transit Node</th>
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</thead>
<tbody>
<tr>
<td>City Centre</td>
<td>Strategic Centre</td>
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<tr>
<td>Town Centre</td>
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</tbody>
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METRONET is currently focused on planning and delivering the transport infrastructure, which typically takes around five years from project initiation to completion. This phase provides the public transport framework around which a network of mixed-use station precincts will be developed.

Each station precinct will develop at a different rate and intensity depending on its location and characteristics. The timeline diagram below illustrates how station precincts will become the focus of the metropolitan area’s sustainable growth over the coming decades.

After the new stations are operational, the focus will transfer to constructing local infrastructure needed to support the station precinct’s development. During this phase, METRONET will work with affected local governments, state government agencies and the private sector to identify early development and activation opportunities.

This phase will also see the early stages of investment in public spaces to improve the comfort, amenity and attractiveness of METRONET’s station precincts.

Current phase

The current phase of METRONET involves the planning, design, funding, procurement and construction of METRONET transport infrastructure.

METRONET is working with local governments, local communities, state government agencies and the private sector to establish the planning and development frameworks to enable the development of METRONET station precincts.
Growing private sector interest will drive increasing development investment in METRONET station precincts.

This phase will see the start of greater housing product diversity catering for different family and lifecycle needs.

With the local community growing, an increase in population-driven employment and community services will occur. Continued investment in public spaces will give the precinct an identifiable character and sense of place, making it more attractive for investment in strategic employment.

The property market in METRONET station precincts has matured to the point of second-generation investment in residential and commercial development.

This phase will see a continued consolidation of housing, jobs and services in close proximity to high quality public transport infrastructure. METRONET station precincts will be the focus for sustainable growth of the metropolitan region.
METRONET recognises that a focus on design quality for station precincts can deliver broad economic, environmental, social and cultural benefits. It can improve the urban environment, benefit local communities and leave a positive legacy for future generations.

Delivering these benefits requires the seamless integration of transport infrastructure into the immediate environment and across the wider precinct.

A Station Precinct Design Guide (Design Guide) has been developed to guide METRONET’s decision making at each stage of the planning and development process and supports the integrated station precinct outcome appropriate for each place.

The Design Guide is used to inform:

- Determining the station precinct type
- Determining rail route alignment and station location
- Preparing design briefs for station buildings, the public realm associated with stations and supporting infrastructure
- METRONET Office response to planning and development applications; including structure plans, subdivisions and development applications that are referred to the WAPC for assessment and are within the METRONET Zone of Influence
- Preparing planning frameworks that apply to station precincts.

The Design Guide identifies critical elements of the urban environment that require a specific design and planning response to support the long term development intent for each station precinct type.

Planning and design for each station precinct is expected to demonstrate an appropriate response to each critical element in support of the Station Precinct type.

Wider planning and design objectives for METRONET station precincts will be addressed through the State Government’s Design WA policy framework.
## Station precinct design guide - the critical elements

<table>
<thead>
<tr>
<th>1</th>
<th>Urban structure</th>
<th>Station precincts have a robust, flexible and permeable urban structure that can support the long-term development of a place responsive to built form.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Built form</td>
<td>The built form is designed to respond to the place context, and support the developing future character, function and liveability of the station precinct.</td>
</tr>
<tr>
<td>3</td>
<td>Movement priority and street design</td>
<td>Local movement and access for pedestrians and cyclists is prioritised within station precincts, with a focus on the provision of high quality pedestrian and cycling environments.</td>
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<tr>
<td>4</td>
<td>Intersections and crossings</td>
<td>Intersections and crossings are designed in consideration of movement priority to support the legibility and connectivity of the station precinct.</td>
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<tr>
<td>5</td>
<td>Rail and bus infrastructure integration</td>
<td>Rail and bus infrastructure is efficiently designed and integrated into the urban fabric to promote connectivity and support the long term development of the station precinct.</td>
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<tr>
<td>6</td>
<td>Station design</td>
<td>Stations are considered as integral elements of station precincts, and are designed to support and enhance local character and identity.</td>
</tr>
<tr>
<td>7</td>
<td>Parking</td>
<td>Parking is considered holistically within station precincts to ensure the development of a walkable urban form.</td>
</tr>
<tr>
<td>8</td>
<td>Public realm</td>
<td>The public realm within station precincts is designed with a focus on walkability and sense of place; incorporating appropriately scaled and integrated water sensitive urban design elements.</td>
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</table>
The METRONET Office is responsible for planning transport infrastructure to the point of funding decision. This phase includes developing the project business case for state and commonwealth government approval. Once the project has funding approval, the Public Transport Authority (PTA) is responsible for constructing the transport infrastructure.

The transition from transport infrastructure planning to delivery is a clearly defined part of PTA’s business, with the entire process typically taking up to five years.

Conversely, the process for planning and delivery of the wider station precincts is less straightforward, with limited development typically occurring in the short term and full build out only achieved in the long term (30+ years). Development responsibility will be shared across multiple state government agencies, local governments and the private sector, which will require a high level of coordination to achieve successful outcomes.

The specific objectives, scope and delivery approach for each station precinct will be determined during the development of the Precinct Initiation Plans.
The METRONET Office is working closely with key state government agencies to coordinate resources and work programs around METRONET priorities. The following agencies will play an important role in planning and delivering METRONET station precincts; and have representation within the METRONET office:

- Western Australian Planning Commission
- Department of Planning Lands & Heritage
- LandCorp / Metropolitan Redevelopment Authority
- Department of Communities

Other agencies will have key advisory and regulatory responsibilities, including the Department of Water and Environmental Regulation and Environmental Protection Authority.

The private sector will play an important role in delivering mixed-use development in METRONET station precincts over the coming decades.

METRONET has established a Private Sector Reference Group to engage regularly with key industry bodies on development opportunities and challenges to be addressed. The Reference Group includes:

- Property Council of Australia (WA)
- Planning Institute of Australia (WA)
- Urban Development Institute of Australia (WA)
- Real Estate Institute of WA
- Australia Property Institute (WA)
- Shelter WA
- Housing Industry Association
- Master Builders Association (WA)

METRONET is:

- Working with the design and delivery teams to find opportunities to minimise construction impacts on pedestrians, motorists, cyclists, residents and businesses
- Providing the local community with opportunities to discuss concerns and potential issues
- Communicating disruptions with plenty of notice, using as many channels as possible
- Communicating in an open, transparent and timely manner
- Responding promptly to community enquiries and concerns
- Developing an Aboriginal engagement strategy to guide appropriate engagement
- Establishing an Access and Inclusion Reference Group that will help ensure station and precinct design considers the needs of the whole community.
Sustainable development

METRONET will make an important contribution to Perth’s sustainable development. Investing in high quality, well connected and convenient public transport services supports a shift to more sustainable travel choices.

Additionally, creating more compact and diverse neighbourhoods within METRONET station precincts will provide people with access to jobs and services closer to where they live, influencing a more sustainable pattern of urban growth.

Sustainable development is defined as development that meets the needs of the present, without comprising the ability of future generations from meeting their own needs.

METRONET supports the following sustainability themes:

• Optimising land development
• Protecting and managing environmental assets and resources
• Reducing emissions and waste
• Promoting social inclusion, equity and access
• Promoting engaged, active and healthy communities.

METRONET is developing a sustainability framework to address these key themes in more detail, and to confirm the preferred approach to sustainability performance management.
METRONET offers the opportunity to deliver sustainable urban development that contributes to a water sensitive Perth.

The planning for transport infrastructure and precincts will use an integrated approach that considers materials, energy, waste and total water cycle management to deliver sustainable outcomes for the long-term benefit of communities.

This includes focusing on managing small rainfall events at source, meaning lot scale runoff is managed within lots and road runoff is managed within road reserves.

Considering total water cycle management in the station precinct design can mean:

- Reducing stormwater runoff volumes and peak flow rates
- Reducing adverse water quality impact on receiving waters
- Integrating stormwater management features such as living streams, flood storage areas, vegetated swale and biofilters within public open space
- Enhancing public amenity and establishing a connection between people, water and nature, increasing urban biodiversity.

METRONET is working with the Department of Water and Environmental Regulation to establish an appropriate approach and identify effective water sensitive urban design options and opportunities for transport infrastructure and station precincts.
Housing diversity & choice

Housing developed within METRONET stations will be planned at a higher density than surrounding suburbs. In strategic locations, high-rise apartment buildings (above 10 storeys) may be appropriate, while in other locations, optimal densities can be achieved through a mix of smaller scale apartments, terrace homes and townhouses.

METRONET will assess each station precinct to determine the appropriate type and density mix for proposed housing development, and may implement minimum development density requirements along with other controls and incentives to support the delivery of the appropriate built form outcome.

Although a single house on its own lot continues to be the predominant housing type in Perth, it is becoming more common for people to choose to live in higher density housing in great locations. These higher density housing types can suit a range of residents; from young singles or couples purchasing their first home, families who seek easy access to amenities and services; and older people seeking to downsize to a lower maintenance home in their local area or 'lifestyle' location.

METRONET station precincts can provide local residents this choice, with a diversity of housing types that cater for different lifecycle needs and aspirations.

As the Perth housing market continues to mature and land availability becomes more constrained, more people will choose to live in apartments or smaller lot housing in high amenity locations.
Social inclusion & access

METRONET is committed to creating accessible, inclusive and equitable places that enable full community participation. This will be achieved through a number of complementary programs and approaches, including a program of community consultation and Aboriginal engagement; development of an access and inclusion reference group; and alignment with other state agencies, programs and activities that support equitable community outcomes.

The Department of Communities (Communities) is aligning its investment in social and affordable housing with METRONET.

Through partnerships with the private, public and not-for-profit sectors, Communities will deliver its $394 million Social and Affordable Housing and Jobs Package. The Package will address the State’s need for additional social and affordable housing in locations aligned with the METRONET program, and support infill density targets.

The package will assist Communities to use housing to achieve better outcomes for individuals and families in need; deliver inclusive and connected places where people of all incomes and backgrounds can call home; and create a housing system that is more responsive to current and future needs.

Communities will leverage the State’s significant investment in METRONET to advance the development of strategic sites, to deliver an additional 1390 new homes, comprising 320 new social housing dwellings and at least 400 affordable homes, as well as:

- Stimulating $765 million of additional economic activity over four years
- Creating 2378 additional jobs in construction and redevelopment
- Providing up to 200 new one and two-bedroom dwellings for vulnerable singles, couples and seniors on the priority housing waitlist in locations that have access to transport, support services and other amenities
- Providing up to 300 universally designed homes to meet the needs of people of every age and ability.
METRONET will generate significant job opportunities in the initial planning and construction of transport infrastructure and the ongoing development of station precincts.

The State Government’s Railcar Program, for example, will deliver the 102 new railcars needed for METRONET projects and 144 railcars to replace ageing rollingstock. A target of 50 percent local content for manufacturing these railcars will provide significant job opportunities within WA companies.

The Department of Communities’ METRONET Social and Affordable Housing and Jobs Package is expected to generate over 2,300 additional jobs in construction and redevelopment.

In addition to planning and construction jobs, METRONET station precincts will develop to become important locations for population-driven and strategic employment, and services for local communities.

These are examples of how the METRONET program will stimulate employment growth over the coming decades.

Locating employment and services close to stations means people can live and work locally, or within a convenient train ride to their workplace, and have ready access to necessary support services. This has the dual benefit of reducing congestion on roads and making more efficient use of the public transport system by increasing contra-flow trips during peak times on the rail and bus network.

Planning frameworks for station precincts will identify employment targets and areas for the development of population-driven and strategic employment, and community services.
Population-Driven Employment

- Employment resulting from activities servicing the needs of a local population
- Includes direct customer service jobs such as retail and hospitality
- Includes public service jobs such as education and healthcare
- Employment levels typically grow in proportion to local population growth

Strategic Employment

- Employment resulting from activities servicing the needs of external markets
- Includes businesses that have a regional, national or international export focus
- Includes large scale public and private sector offices and headquarters, universities and hospitals
- Employers are attracted to the amenity or competitive advantage an area offers

Community Services

- Services necessary to support the daily needs of local communities
- Includes government services such as job support, welfare and community policing
- Includes not-for-profit services such as social work and care services
- The type and location of services will be determined in consultation with service providers
Public spaces are an important part of any neighbourhood. They can soften and add texture to urban areas, and provide shade in the heat of summer. They also provide places for formal and informal gathering, recreation and entertainment. Well considered and designed public spaces contribute to the development of a unique sense of place and character.

Quality public spaces can be one of the least expensive investments made in a neighbourhood, but can provide significant comfort and amenity for residents, and in turn contribute to the appeal of a place for business investment.

A key focus will be the planning and design of well considered, attractive and usable public spaces around new stations and across the wider station precincts.

This focus on quality public spaces extends to:
- Streets
- Plazas and squares
- Urban parks
- Play spaces
- Playing fields
- Natural parks

The Design Guide provides further advice on the types of public spaces that are appropriate to different place types.
During the initial phases of development, METRONET will help local governments, state agencies, private developers and local communities identify opportunities to generate early activation and amenity in station precincts.

This might include temporary uses that are relatively inexpensive to implement, but can provide a sense of life and activity until more permanent development is delivered.

It may also include the state government working with the private sector to undertake early development of key sites in close proximity to new stations, acting as a catalyst for development of the wider station precincts.
A key element of METRONET station precinct planning is identifying new or upgraded infrastructure necessary to support development. This typically occurs as part of the structure planning process, and includes a detailed assessment of the additional capacity needed to service new homes, workplaces and community facilities within station precincts.

Supporting infrastructure can include water, sewerage, power, gas, telecommunications and other utilities. It can also include community infrastructure such as public spaces and community facilities (pools, halls, libraries, etc.).

Timely planning and delivery of supporting infrastructure will be essential to ensure development of METRONET station precincts is not constrained or delayed.

Supporting infrastructure requirements for each station precinct will vary depending on location, extent of existing development, and the intended scale and density of proposed development.

METRONET will utilise the state government’s netVIEW platform to identify capacity constraints and coordinate the timely delivery of supporting infrastructure in station precincts.
Development contributions for infrastructure

The State and Commonwealth Government will fund the up-front cost of METRONET transport infrastructure, including railway lines, stations, bus transfer, park and ride, cycling and other facilities. Funding for associated public realm improvements and contributions to the cost of supporting infrastructure for station precinct development will be considered by government on a case by case basis.

The infrastructure investment and associated changes to local planning and development frameworks will generate new opportunities for private sector investment in residential and commercial projects within station precincts.

In return, land developers may be required to make a fair and equitable contribution towards the cost of METRONET infrastructure that supports this investment. The contribution will be relatively modest and will only apply to new development.

In Western Australia, development contributions for supporting infrastructure are an established part of the planning system. They are typically levied by local governments in accordance with State Planning Policy 3.6 Development Contributions for Infrastructure (SPP 3.6) towards the cost of local infrastructure necessary to allow development to proceed.

Development contributions are also levied by the State Government under Redevelopment Schemes (by the Metropolitan Redevelopment Authority) and Improvement Schemes (by the Western Australian Planning Commission) towards the cost of local and regional infrastructure.

Development contributions may be levied in METRONET station precincts to cover part of the cost of new infrastructure or upgrades to existing infrastructure needed to support precinct development.
Next Steps

The approach is underpinned by the detailed analysis of the current characteristics and development potential for each precinct. This analysis is supported by market analysis undertaken by SGS Economics and Planning, Element and CBRE.

The next step is developing a Precinct Initiation Plan (PIP) which will provide the foundation for each precinct’s long-term development. The PIP will identify the intended station precinct type and precinct boundary; define the scope (what is to be delivered) and timeframe for delivery.

Responsibility for precinct development will generally be shared by multiple state government agencies, local governments and the private sector.

Where state intervention is required to achieve planning and development certainty, the PIP will identify potential opportunities for lead State Government Delivery Agencies, with the implementation approach aligning with the State Government’s Strategic Asset Management Framework.

The METRONET Office will guide the planning and delivery of integrated station precincts to optimise the government’s investment in transport infrastructure and provide the basis for the development of successful station precincts.
METRONET projects are about creating benefits for the communities they are built in. This is why an engagement program is currently underway to inform and advise the community about the projects, timing of works and any impacts they may have.

In addition to this, METRONET has established the Private Sector Reference Group to engage regularly with key industry bodies.

METRONET is developing an Aboriginal Engagement Strategy for the METRONET program in consultation with key stakeholders.

A METRONET Access and Inclusion Reference Group will help ensure station and precinct design considers the needs of the whole community so that METRONET places are accessible and welcoming to everyone.

Further opportunities for community and stakeholder engagement will be available at key project milestones as the project progresses.

For more information on communications and engagement opportunities, and to register for updates, please visit the METRONET website at: metronet.wa.gov.au or contact us on:

e: info@metronet.wa.gov.au
p: 9326 3666

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