



OFFICER PRESENTATION

ITEM UP25/91 BULL CREEK AND MURDOCH TRAIN STATION PRECINCT

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City of
Melville

METRONET STATION PRECINCTS



METRONET Precincts

METRONET station precincts are broadly defined as the area within one kilometre (a 10 to 15-minute walk) from the station.

Transit Precincts Types

Precinct type	Description	Key characteristics	Examples
 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.	<ul style="list-style-type: none"> Highest commuter volumes on the network. Station fully-integrated with urban activity. Pedestrian priority, with no parking. 	Perth Underground Elizabeth Quay
 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 Perth CBD.	<ul style="list-style-type: none"> Extensive transit orientated development precinct planning. Station usually integrated with urban activity. Pedestrian priority, usually no parking. 	Jondakup Fremantle Midland
 Town Centre	Centres of increased density and diverse housing types, with a retail and service centre that supports its district catchment and local employment.	<ul style="list-style-type: none"> Central amenity for adjacent suburbs. Usually integrated station or active pavilion Balanced access, limited parking. 	Subiaco Claremont Cockburn Central
 Neighbourhood Centre	Predominantly medium to higher density residential in character with some retail and services to meet the needs of the local community	<ul style="list-style-type: none"> Less-suited to be a hub for wider catchment. Station less-integrated with urban activity. Balanced access, moderate parking. 	Swanbourne Metham Victoria Park
 Specialised Centre	These precincts have a predominant focus on a specific activity, such as education, health, sport, science and innovation, or regional transport.	<ul style="list-style-type: none"> Major function of regional significance. High peaks of activity. Limited-moderate parking. 	Perth Stadium Murdoch Showgrounds
 Transit Node	These precincts perform a primary transport interchange function, and generally include bus to rail transfer, station parking and drop off facilities.	<ul style="list-style-type: none"> Planning prioritises access and movement. Station usually remote from urban centre. Bus and car priority, with parking. 	Bull Creek Edgewater Wambo

Not all station precincts will be 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.

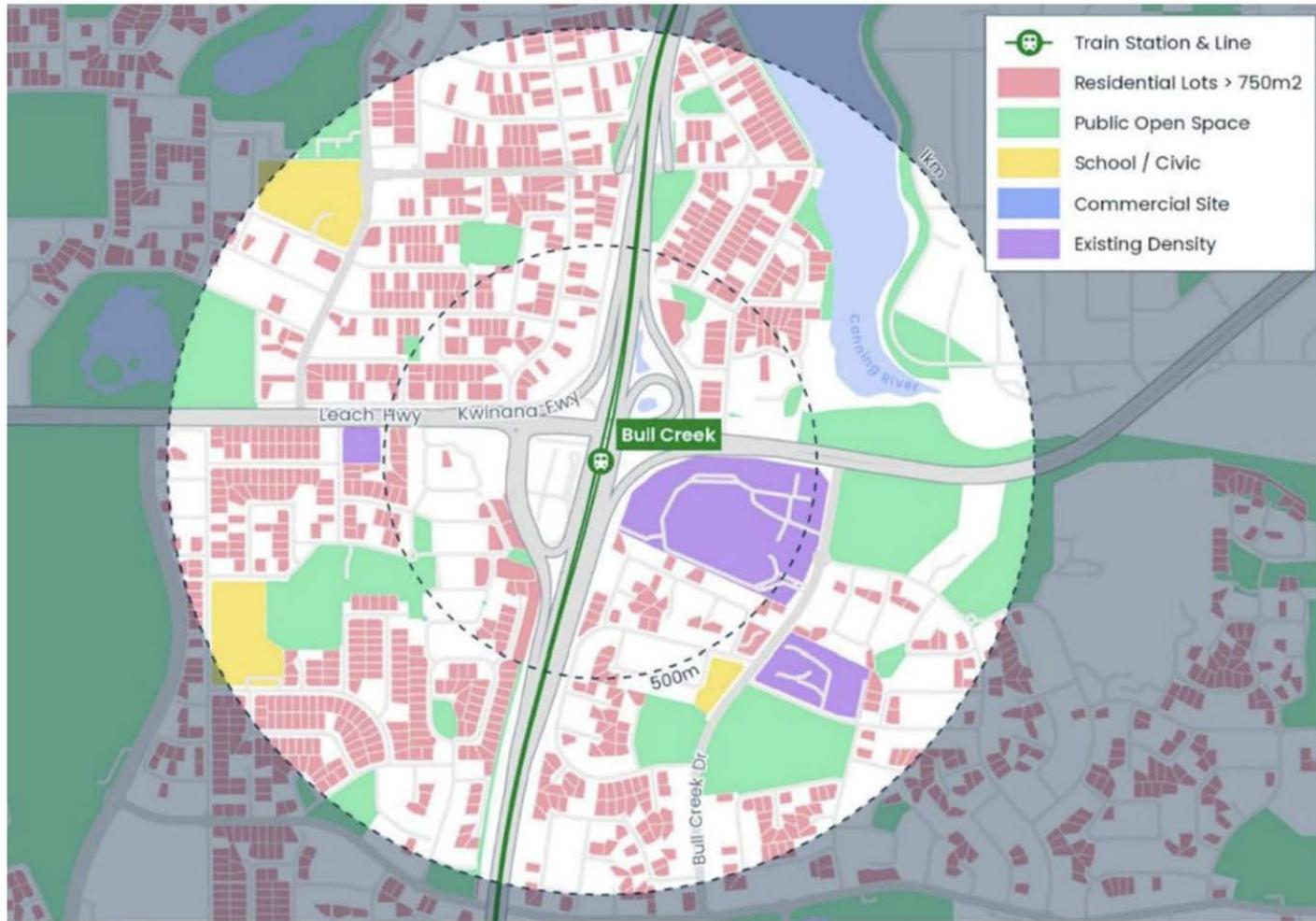
Bullcreek and Murdoch stations were delivered in 2007 as part of the Mandurah line extension.

BULL CREEK PRECINCT

SW and SE - challenging access, form and fragmentation

NE – Some opportunity based on aspect and lot size, but access and delivery coordination require review

NW – Limited opportunity, but some potential based on values and configuration and form. Medium term.



Infill development success factors - Rating

Household demographics

Proximity to employment centres

Retail & entertainment amenity

Access to public open space

Access to public transport and major roadways

Views / aspect

Established property values

Development context & competition

MURDOCH PRECINCT

NW and SE - challenging access, form and fragmentation

NE – some opportunity in medium term with shopping centre redevelopment

SW – existing station precinct under development.



Infill development success factors - Rating

Household demographics

Proximity to employment centres

Retail & entertainment amenity

Access to public open space

Access to public transport and major roadways

Views / aspect

Established property values

Development context & competition

Development potential

Complementing the place indicators, METRONET has undertaken a multi-criteria evaluation of station precincts to highlight opportunities for the development of more homes and employment areas close to public transport. The development potential assessment takes into account measurable constraints and barriers to development, and will be used as a reference for further consultation and planning.

Growth



The forecast growth in population, housing and jobs to be accommodated within the station precinct under the Metropolitan Land Use Forecasting System (MLUFS) and the projected increase in public transport patronage under the Strategic Transport Evaluation Model (STEM).

- Current and forecast dwellings
- Current and forecast employment
- METRONET growth scenario

Market



An assessment of property market variables for each station precinct, informed by median house and apartment price, market activity, private sector market research, market sounding and development feasibility assessment.

- Median house and unit price
- Differential between house and unit prices
- Proportion of non-residential land

STATION PRECINCTS GATEWAY

Development Potential

Consideration of various criteria, including market.

Density Indications

High intensity looking at R100+ and 5+ stories. Linkage to public realm improvements, active transport and mixed use outcomes.

Precinct Numbers and Priorities

There are many precincts requiring consideration and attention. Priority currently on sites with major State Government land, high value/feasibility and strategic sites.

(Leederville, Alkimos, Balajurra)

Ownership



An assessment of each station precinct to determine the extent of land fragmentation, average lot sizes, and government owned land that could be made available for urban development.

- Net state and local government owned land
- Fragmentation
- Average lots per hectare

Land Availability



A measure of the capacity of the precinct to accommodate population, housing and employment growth in the context of known environmental, heritage, infrastructure, land tenure, market and other constraints.

- Older buildings – 40 years old or more
- Larger lot sizes – 1000m² or more
- Larger lots either vacant or with older buildings
- Latent capacity under current planning

Readiness



A measure of how ready a precinct is for more intensive development, with a particular focus on planning and policy frameworks at both state and local government level.

- Residential areas coded R40 and above
- Level of constraints – contamination/buffers/heritage
- Planning framework readiness
- Utilities and social infrastructure rating



FUTURE URBAN FORM

	Storeys	Residential Focus
High Intensity	5+	Mixed-use, Apartments ≥R100
Medium Intensity	2-4	Apartments, Some mixed use R40-R80
Low Intensity	1-2	Single, Grouped, Small Apartments ≤R35
		Open space
		Train Station

PRECINCT DELIVERY OPTIONS



Planning Policy/Scheme

(e.g. Joondalup Housing Opportunity Areas)

Low cost but significant risk and delivery challenge.



Precinct Structure Plan

(e.g. Oat Street Station Precinct Structure Plan)

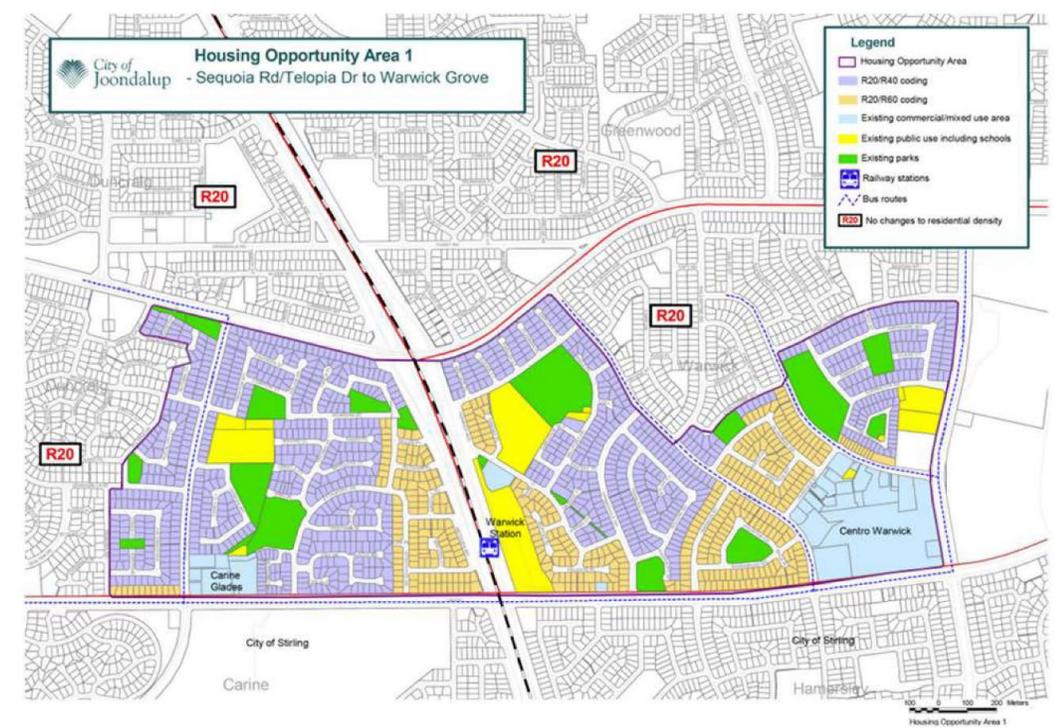
Accepted model for managing change in use and density. Manages development but not active in delivery. Issues in coordination of infrastructure delivery without investment. Not readily able to deal with fragmentation or reconfiguration.



Improvement Plan and Scheme

(e.g. Montario Quarter, Redcliffe Station Precinct)

Initiated by Minister/WAPC. Has greater power to manage land acquisition and development approvals centralised to State Government. Impact aligned to level of investment and managing agency.



CONCLUSION

Consider as 8 Precincts

Although 2 stations, the precincts are better considered in quartiles given context and separation.

Murdoch Specialised Activity Centre (southwest) is already being delivered.

The opportunity can be acknowledged in strategic planning context.

Planning and Market Challenges

Understanding the planning context and market challenges is essential for successful implementation.

The current situation is considered to present high risk to the City without strong implementation vehicle (IP&S).

Strategic Alignment and Partnership

Securing alignment and partnership with the State Government is considered important first step.

Securing investment and intervention via the State Government is considered essential to address the financial and technical requirements.



Agenda Briefing Forum

NOVEMBER 2025



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