



# LISSIMAN STREET IMPROVEMENT PLAN

## VISIONING DOCUMENT

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PREPARED BY CITY OF GOSNELLS

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**introduction**

**01**

# 01 INTRODUCTION

## GOSNELLS TOWN CENTRE

In 1998, as a result of detailed research identifying strong community support, the City of Gosnells initiated a revitalisation scheme for the Gosnells Town Centre (GTC). In 1999, the City produced "The Revitalisation of the Gosnells Town Centre" document which was a concept plan of action.

Since 1999, the urban structure of the GTC has been substantially changed with the addition of two key streets to improve access within the precinct. An east-west "Main Street" was constructed to connect the primary residential catchment to the west with the train station and town centre.

The City of Gosnells, in partnership with the state and federal governments have invested approximately \$30 million in the GTC which has resulted in the relocation of the Gosnells train station, road works upgrades, significant streetscape improvements and the inclusion of public artworks in the urban fabric of the town centre.

Notwithstanding the significant capital investment from the public sector into the GTC, the need for a substantial injection of capital from the private sector has long been acknowledged. As such, the initiation of the Lissiman Street Improvement Plan (LSIP) is strategically significant in terms of the GTC achieving its long-term vision.

### Opportunities

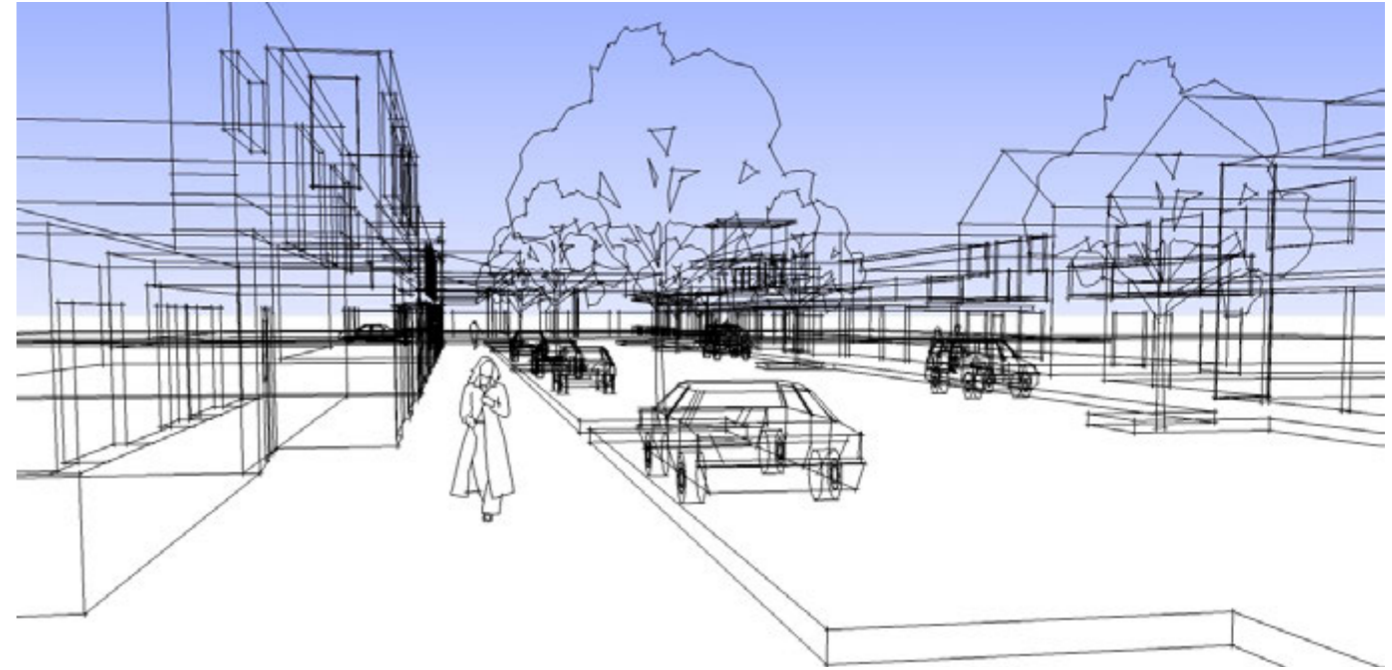
The GTC's location and diverse character provides many opportunities for it to be a dynamic urban environment and the City's long-term commitment to the redevelopment of the town centre has already resulted in considerable design outcomes.

### A Vibrant Centre

The LSIP is intended to become a well-integrated place that fully utilises its substantial local assets. Long-term public and private investment will be required to transform the existing under-developed environment into a functioning Transit Oriented Development (TOD).

### Improvement Plan

The LSIP represents one of the last remaining development projects for the Gosnells Town Centre Revitalisation Project and will facilitate quality development that directly responds to the town centre's opportunities to create a place of lasting value where people want to live.







# 01 INTRODUCTION

## EXISTING SITUATION

Some landowners within the LSIP area appear reluctant to take advantage of the development opportunities created by the investment in the GTC and have allowed their properties to deteriorate to an unacceptable condition. Consequently, the overall character of Lissiman Street has declined to a point where it is now having a detrimental impact on the physical and social amenity of the town centre.

As part of an ongoing process to address these concerns, the City has issued a number of 'Directions Orders' to Lissiman Street landowners. The orders require the landowner to undertake improvements and perform ongoing maintenance of the buildings to ensure a satisfactory level of aesthetics and safety is achieved. While these operational measures are necessary to achieve the minimum level of safety and amenity for the town centre, the measures do not represent a long-term solution to the issue if landowners remain reluctant to redevelop.

For these reasons the City of Gosnells has initiated an Improvement Plan over a portion of the town centre to achieve the community's vision, potentially through land acquisition and the subsequent co-ordination of the development process.





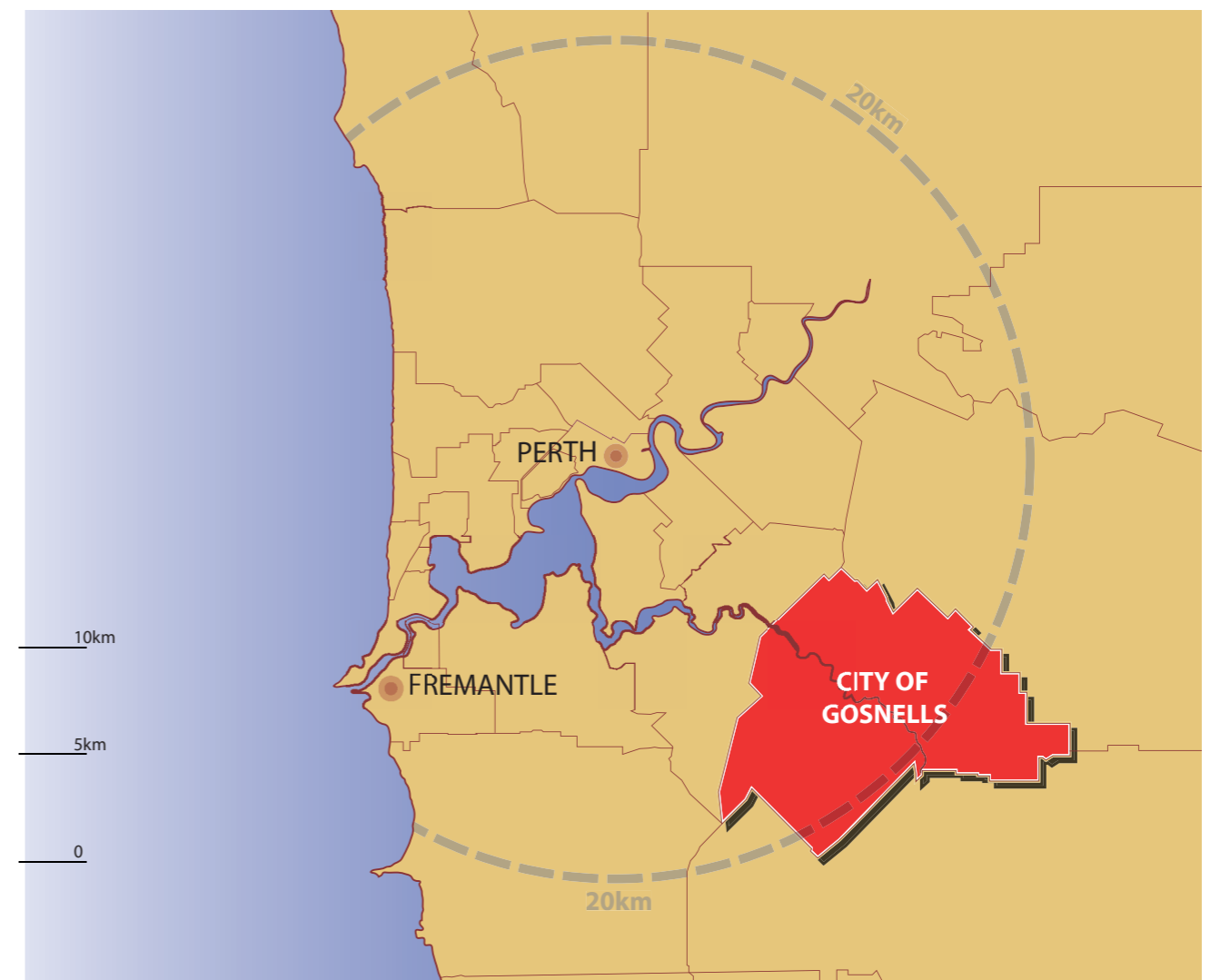
# site & context analysis

02

## 02 SITE & CONTEXT ANALYSIS

### REGIONAL CONTEXT

The LSIP area is situated within the GTC and is set to become a dynamic urban environment. Located twenty kilometres from the Perth Central Business District, the LSIP project area possesses the transport infrastructure, services and activities required to create a genuine TOD.



LISSIMAN STREET IMPROVEMENT PLAN  
Regional Context Plan



## 02 SITE & CONTEXT ANALYSIS

### DISTRICT CONTEXT

Lissiman Street's location and character provide many opportunities for it to be a vibrant mixed use development. In addition to satisfying the State Government's strategic objectives for Activity Centres outlined in *Directions 2031*, the Lissiman Street redevelopment will also achieve the community's vision for a town centre that has a strong sense of place with a positive identity.



LISSIMAN STREET IMPROVEMENT PLAN  
District Context Plan



## 02 SITE & CONTEXT ANALYSIS

### LOCAL CONTEXT

A critical element of the GTC revitalisation program has been the relocation of the Gosnells train station to Main Street. This has created a real opportunity to develop a sustainable and highly liveable community based on TOD principles.

Unlike other key public transport nodes within the Perth Metropolitan Area, the Gosnells train station and its surrounds are ideally suited to incorporate TOD principles.



LISSIMAN STREET  
IMPROVEMENT PLAN BOUNDARY



## 02 SITE & CONTEXT ANALYSIS

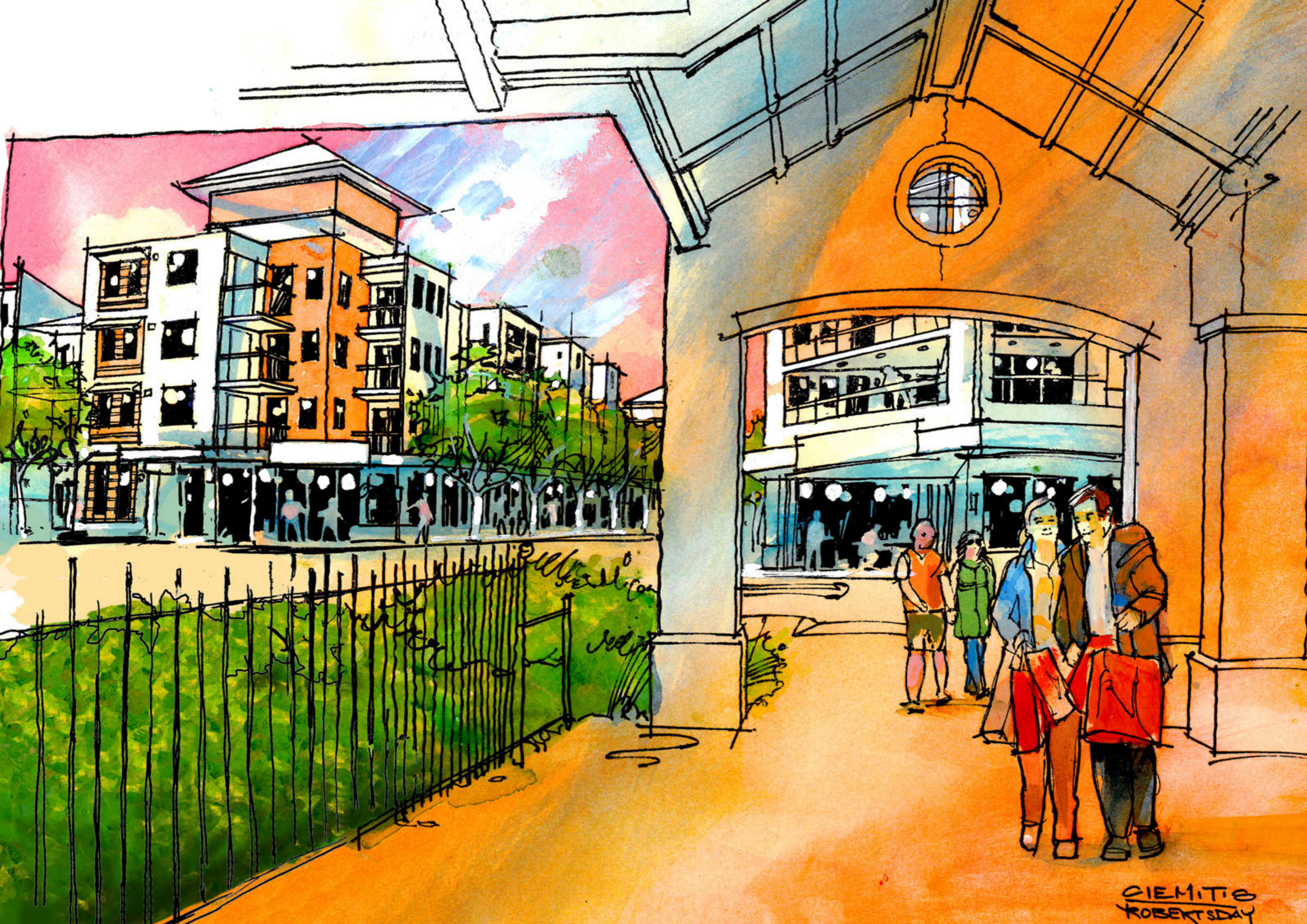
### GOSNELLS HERITAGE

Gosnells was once a far more interactive place, where people would meet on the streets and experience a sense of community. Buildings were positioned closer together with fewer car-parking areas. that created a spatially efficient place. Traffic was subservient to pedestrians and there was a vibrant street life. Land uses within the town centre were varied which enabled people to live near to their place of work or the train station if they needed to travel to work.

Built form was designed in response to climate with wide verandahs for shade from the sun and refuge from the rain...and some of these traditional buildings still exist in the GTC today. These buildings were well proportioned and decorated to increase beauty within the town centre while still being adaptable to a range of uses over time.

It is the intention of the LSIP vision to develop a point of definition and identity within the GTC based on the principles of traditional neighbourhood development and, in turn, break the cycle of decline that has gripped the GTC in recent years by fundamentally changing the way the town centre functions.





CIEMITIS  
ROBERTSDAY





**project vision**

**03**

# 03 PROJECT VISION

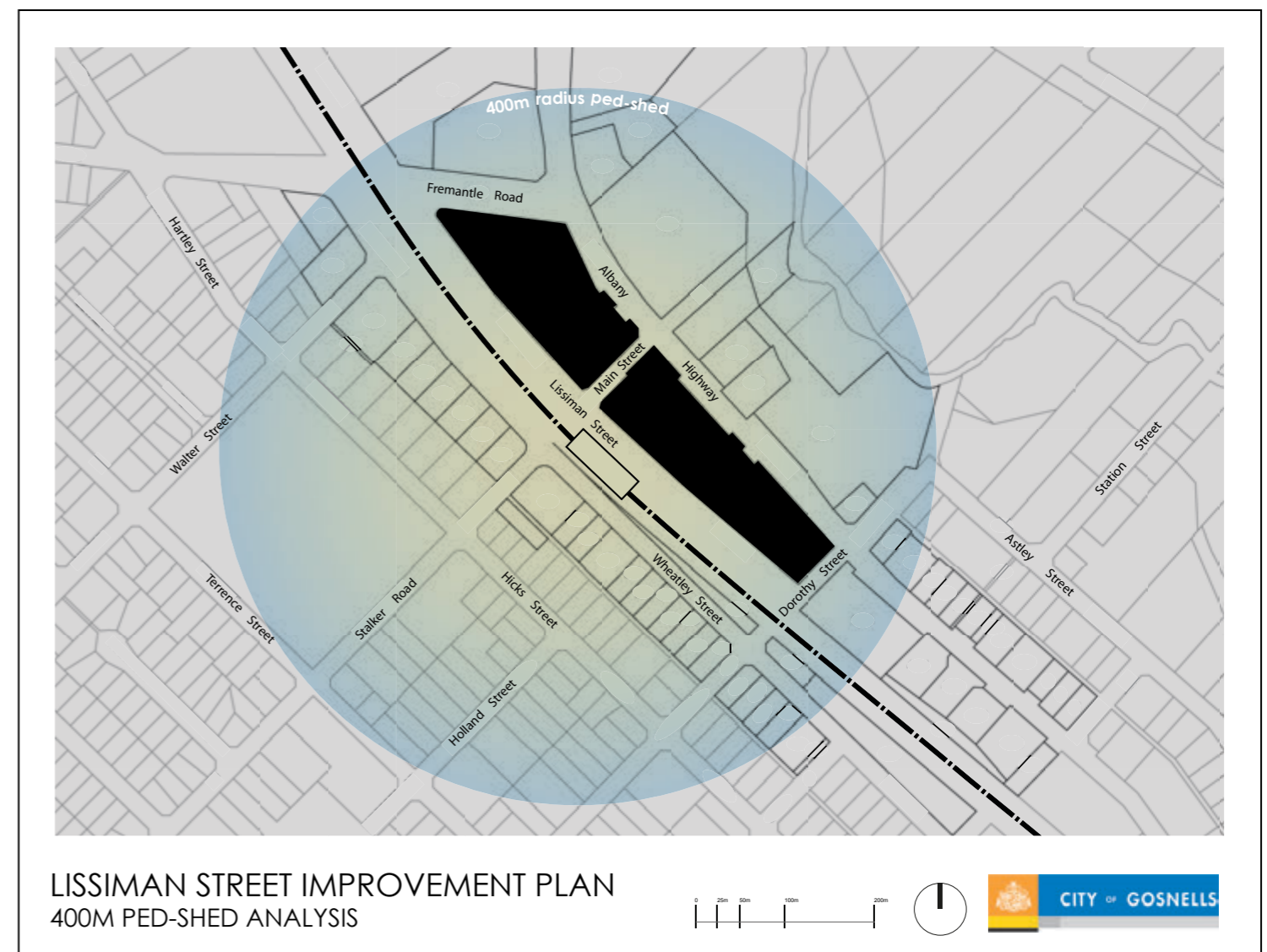
## URBAN STRUCTURE

The LSIP area will be transformed into a dynamic town centre by entrenching and consolidating linkages throughout the Improvement Plan area to achieve better intergration with the balance of the GTC and a stronger nexus with the train station. Furthermore, redevelopment of the project area is required to achieve a high quality and accessible urban core and the LSIP provides an exceptional opportunity to create a coherent TOD.

The Gosnells Town Centre Development Policy (LPP 5.2) provides a manual of transformative urban design guidelines as part of an existing strategy to revitalise the GTC. The Policy identifies a range of design opportunities that, if implemented, will reinforce the town centre's sense of place.

A mixed-use urban environment is required for the LSIP area to achieve its development vision and LPP 5.2 has been formulated to guide appropriate development in support of this objective. The Policy encourages best practice urban design and includes principles consistent with TOD and *Liveable Neighbourhoods*.

The Policy requires future development to be designed with pedestrian movement and safety given the highest regard. This includes the provision of active frontages with direct connection to the public realm; covered footpaths; building placement on street boundaries with co-ordinated parking to the rear; minimum two storey development and high quality built form with articulated and proportioned frontages. Design attention to corner sites and building facades that present to the public realm is emphasised because it is recognised that streetscape character is achieved through diversity in street interfaces.



## PED-SHED ANALYSIS

TOD principles are predicated on walkability and ped-sheds (pedestrian sheds) are the analytical tool used to determine a TOD's extent. A ped-shed is the area encompassed by the walking distance defined by five and ten minute walks (400m and 800m respectively) from an activity node.

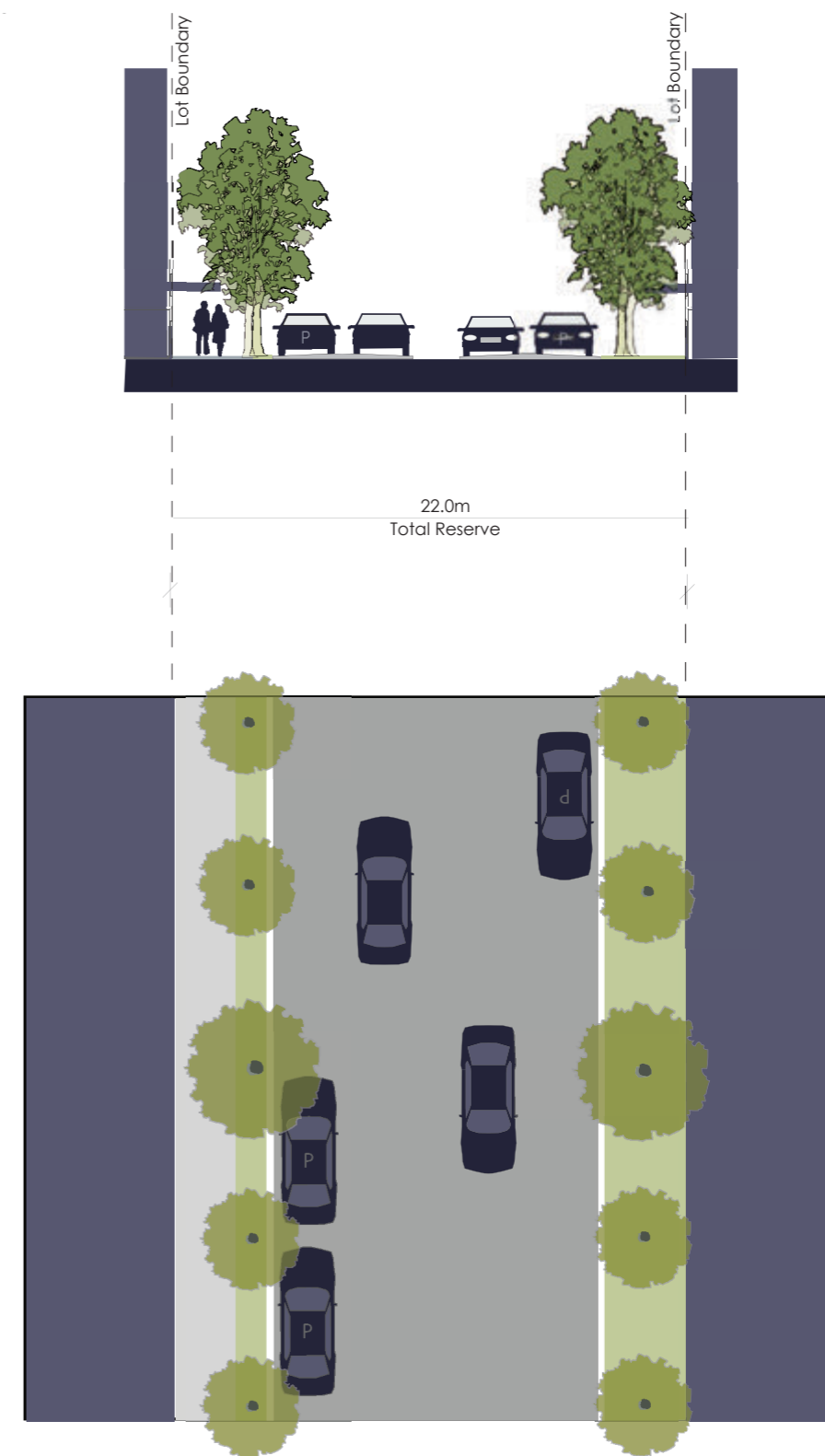
Due to the proximity of land within a ped-shed to the specific activity node (in this case the Gosnells train station), more intense development is encouraged to take advantage of higher levels of pedestrian activity and reduced reliance on private transportation.

## 03 PROJECT VISION

### LANDSCAPING AND ENVIRONMENT

Gosnells Town Centre's vibrancy and functional character will be vastly improved through the redevelopment of the LSIP area. The elevation in priority of natural assets and streetscape character will improve the town centre at both the broad urban level and the finer pedestrian scale.

Of particular importance is the reinforcement of the town centre's connection to the train station and the need for buildings to make provision for multiple pedestrian accessways. These design elements will make a substantial difference to the town centre's permeability and safety as well as re-establishing a strong urban identity.



Gosnells Town Centre  
Nominal 'Main Street' Road Typology

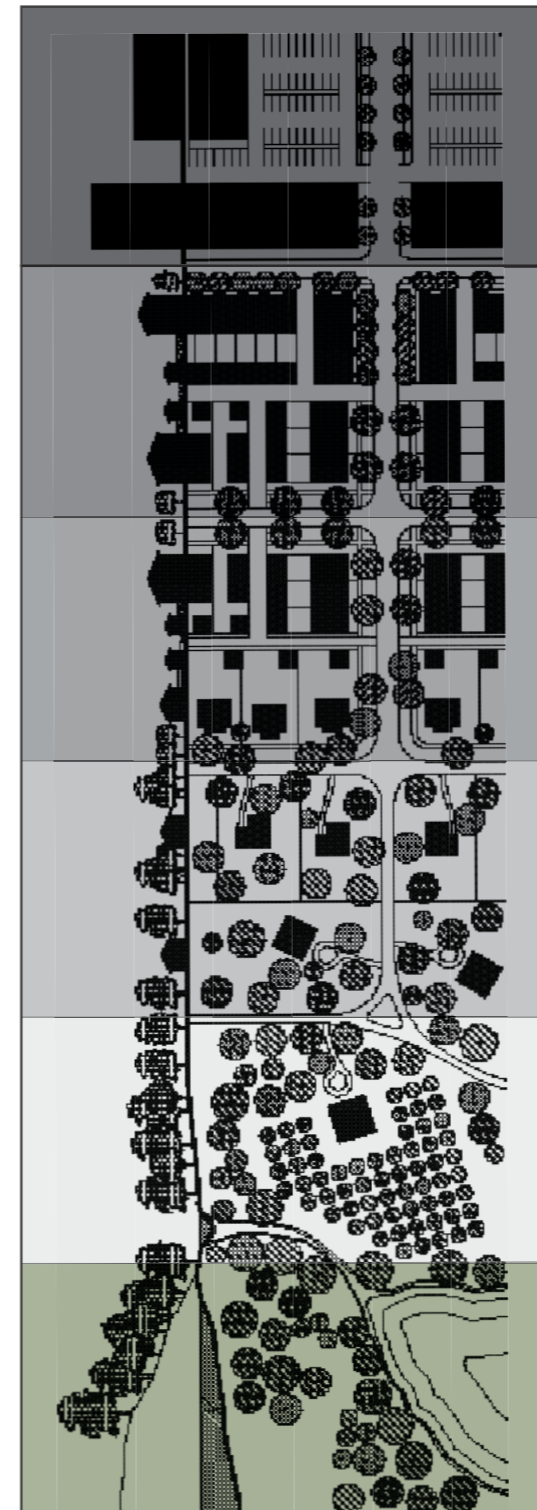
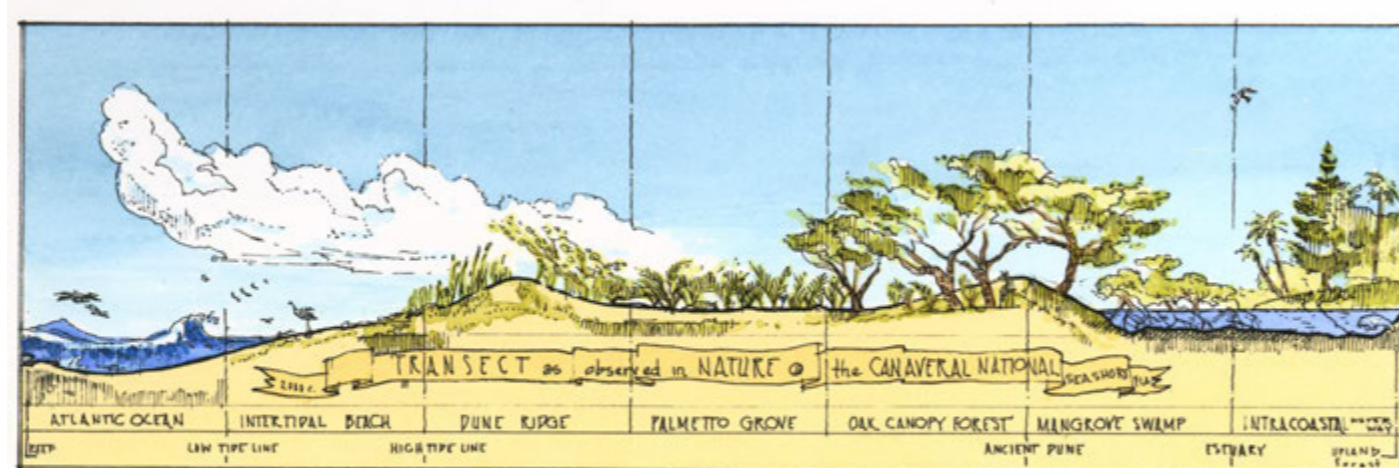
# 03 PROJECT VISION

## THE TRANSECT

A transect is a cut or path through part of the environment showing a range of different habitats. Ecologists use natural transects to study the elements that contribute to habitats where certain plants and animals thrive.

When this technique is extrapolated into the human environment, it provides a framework to identify a set of habitats that vary by their level and intensity. In transect based design, this range of environments is the basis for organising the components of the built form: public streetscape, building type, private frontage and land use to create environments which have a strong, internally consistent character. Extended into the human environment, the transect can be divided into six locally-calibrated character zones distributed from Nature to Country Living, Sub-Urban, General Urban, Urban Centre and District. It is the role of allocation rather than prohibition which establishes the proper balance between natural and human environments, resulting in higher quality places at every point along the spectrum.

The LSIP area is situated within a **T5 - Urban Centre** transect and built form within the development area will be required to demonstrate consistency with the appropriate building typology.



D  
DISTRICT  
ZONE

T5  
URBAN  
CENTRE

T4  
URBAN  
ZONE

T3  
SUB-URBAN  
ZONE

T2  
COUNTRY  
LIVING

T1  
NATURAL  
ZONE



## 03 PROJECT VISION

### URBAN CENTRE ZONE - T5

For the most part the T5 Transect Zone encapsulates the traditional Australian 'Main Street' based town centre: businesses, residents, shops, dining and other cultural events that promote activity and a vibrant street life.

Building form is more compact and the sense of 'an outdoor' room more prevalent. Buildings are typically positioned on front and side boundaries, which means that gaps in built form are generally limited to road and other pedestrian connections. Building heights are ideally three to four storeys.

Town centre car parking should be typically located mid-block, shared by different uses with parking demand varying between day and night. Private parking can also be accommodated at surface or basement level.

With buildings positioned on the street alignment, frontage types are particularly important in creating the nexus between the private and public domain. Awnings, colonnades and posted verandahs shelter pedestrians, while active shopfronts and ground floor treatments engage the pedestrian and encourage commerce.

Civic spaces are set aside in strategic locations for landmark buildings or smaller gestures such as public art. These buildings will engender community pride, terminating important vistas and further assisting in bringing their curtilages to life.



# 03 PROJECT VISION

## PUBLIC STANDARDS

The Lissiman Street redevelopment project intends to create an urban core within the Gosnells Town Centre with an identifiable urban character. It is the City's intention to create a vibrant, activated and energised environment and this will require an investment in the public realm.



  
ROAD  
OR  
VERGE  


Park 'n' Ride 

STOP







**implementation**

**04**

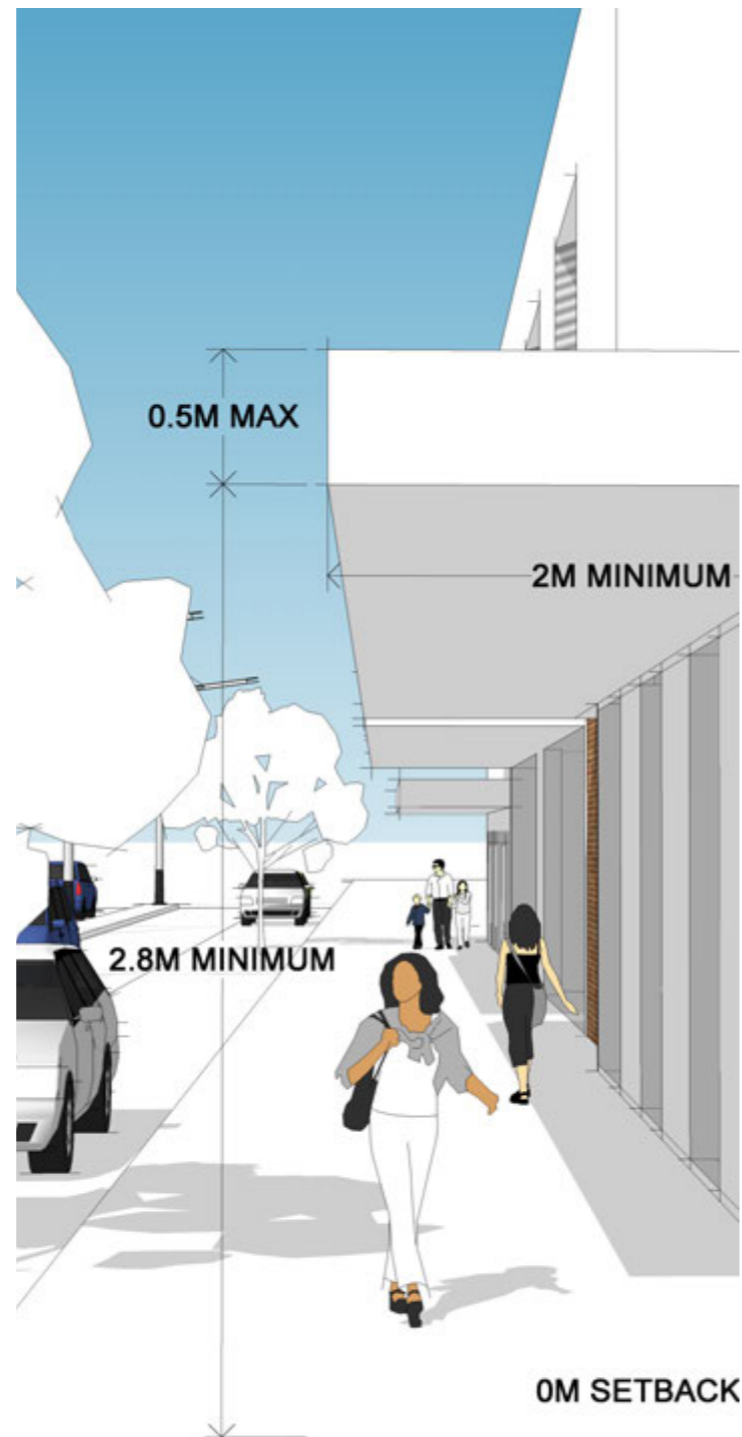
## 04 IMPLEMENTATION

### PLANNING AND DESIGN FRAMEWORK

The LSIP redevelopment project aligns with the stated objectives of a raft of state planning frameworks and strategies, federal government principles and local planning policies. Their collective aim for a more compact, liveable and socially sustainable environment are embodied within the vision articulated in this document.

Best practice urban design and Transit-Oriented Development (TOD) principles will be incorporated into the implementation phase of the project to ensure a responsive, dynamic and well integrated town centre is delivered.

The Metropolitan Region Scheme (MRS) and the City of Gosnells' Town Planning Scheme No.6 (TPS6) already enable town centre development consistent with the vision presented in this document as the entire LSIP area falls within the Gosnells Town Centre Special Control Area. As such, the LSIP project requires only the preparation of an Improvement Plan in accordance with the provisions of Part 8 of the *Planning and Development Act 2005* prior to the commencement of the implementation phase of the project.



### COLLABORATION

The successful delivery of the LSIP redevelopment project will be a shared responsibility of all stakeholders. Shared ownership of the vision and collaborative involvement in the development being particularly important given the lack of focus within the redevelopment precinct at the moment.

Throughout the life-cycle of the Gosnells Town Centre Revitalisation Project which commenced in 1998, various government agencies, service providers, developers and the community have already taken part in visioning, technical enquiries, planning and design for the Gosnells Town Centre. Continued involvement from many of these stakeholders will be required to achieve co-ordinated and sustainable outcomes that are responsive to the challenges and opportunities particular to Lissiman Street and the broader town centre.



