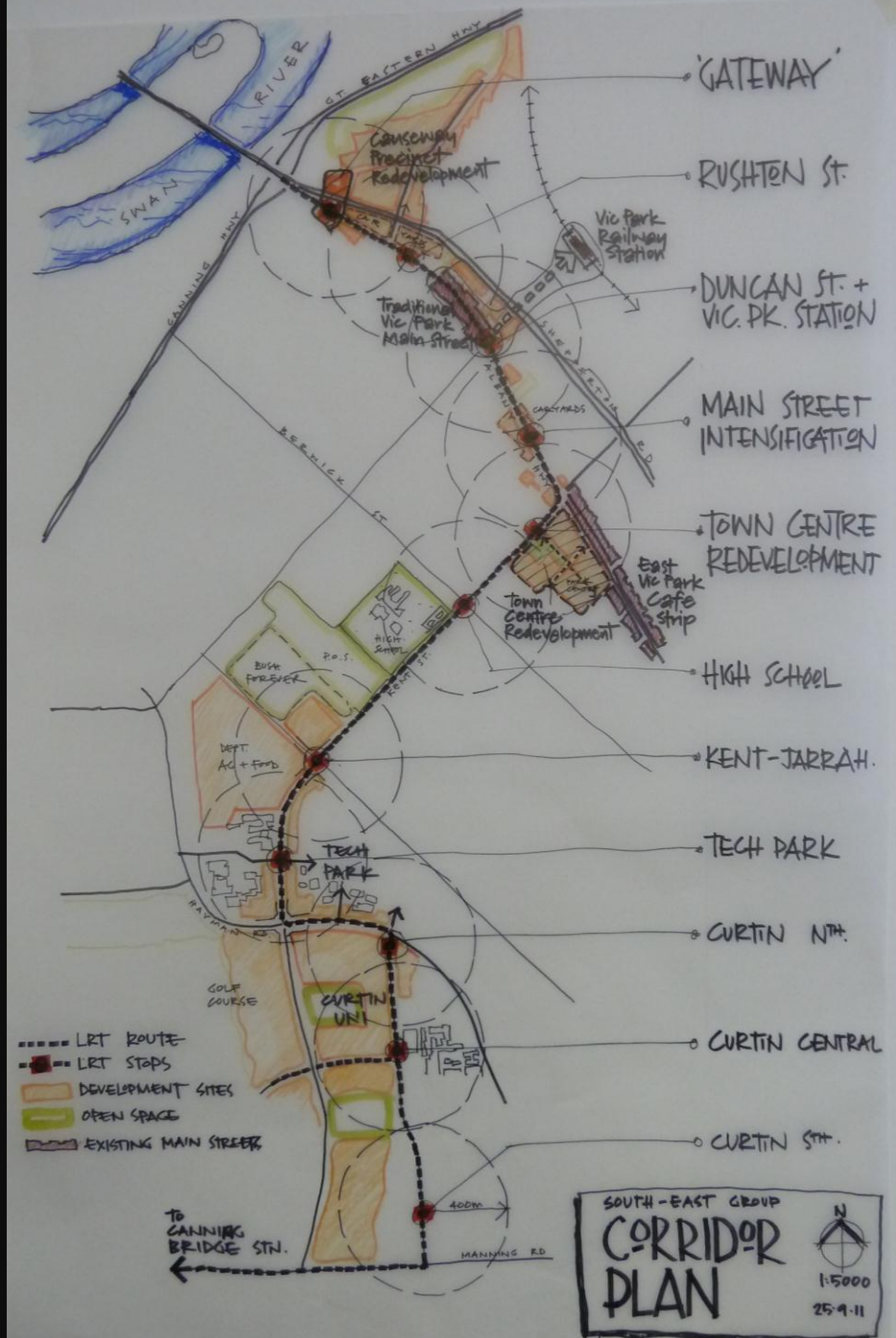


ACNU Masterclass

25 September 2011

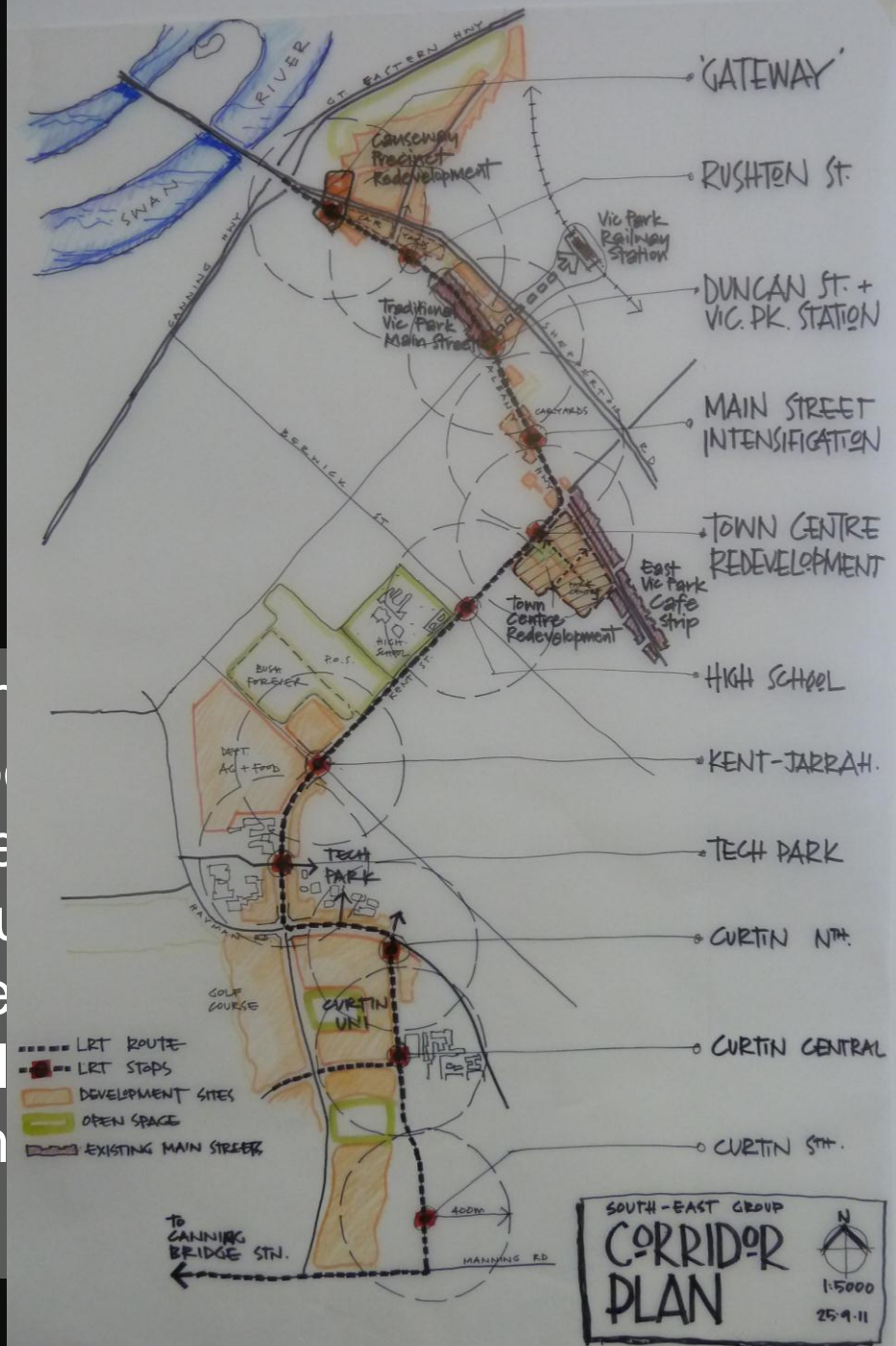
SOUTH EAST ROUTE



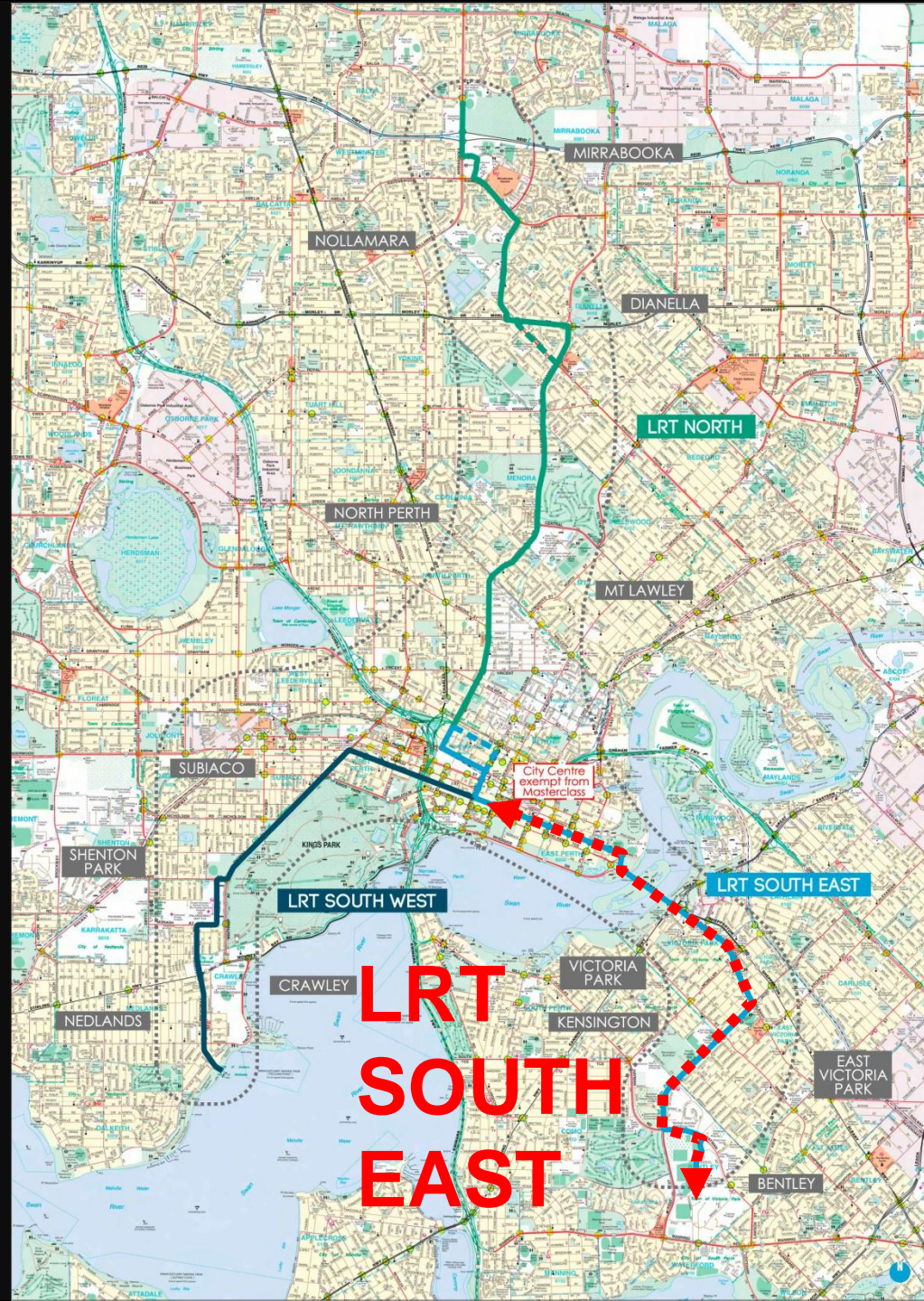
ACNU Masterclass

25 September 2011

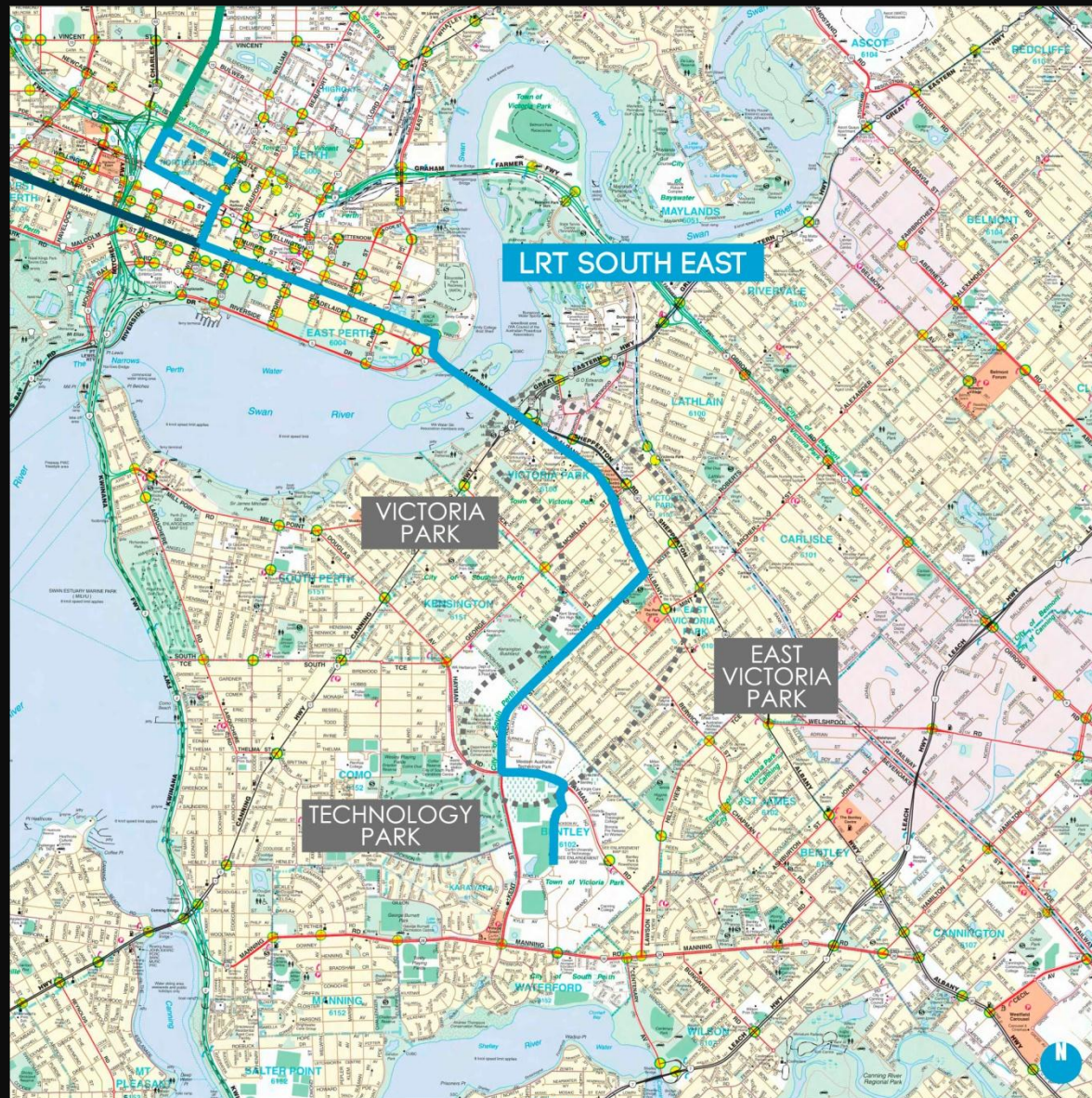
Light Rail is a friend of urban
Stops become new urban fo
integrate disparate, separate
sides of a road with better qu
density development (with le
parking) in good places, earl
development sequence (if th
precedes development



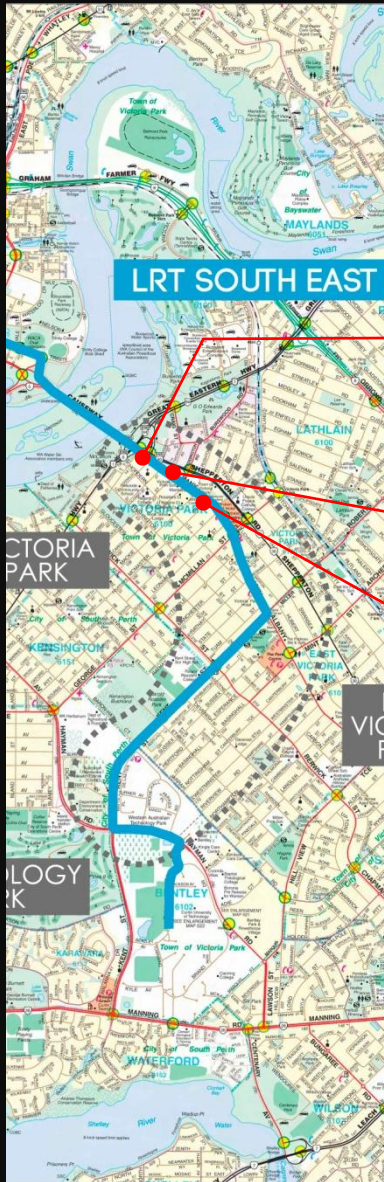
CONTEXT



LRT SOUTH EAST



EXISTING – CAUSEWAY END



NEW DEVELOPMENT

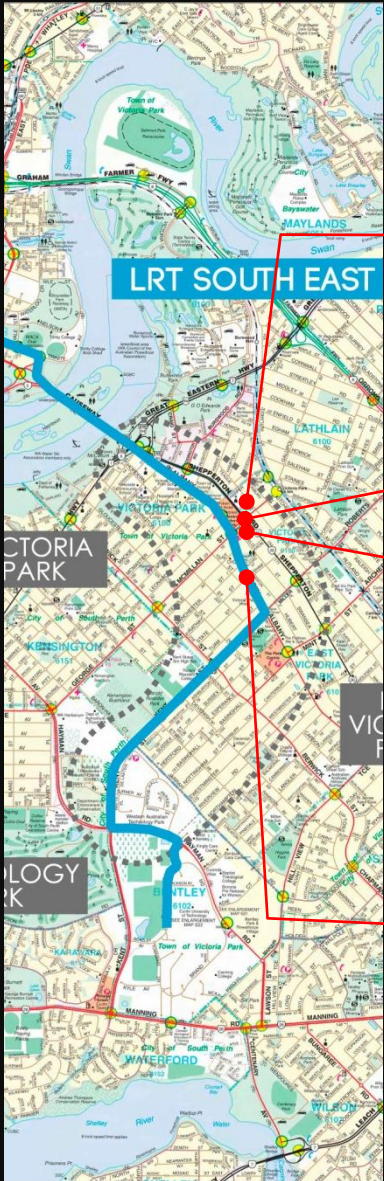


MAIN STREET
ALBANY HWY



CARYARDS

EXISTING – DUNCAN ST



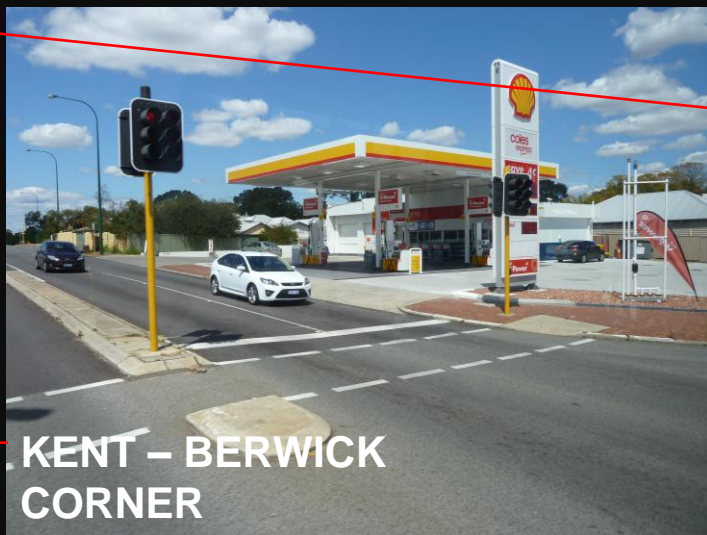
EXISTING – ALBANY HWY + KENT



PEANUT ROUNDBOUT
ALBANY - KENT



PARK CENTRE –
REDEVELOPMENT
OPPORTUNITY

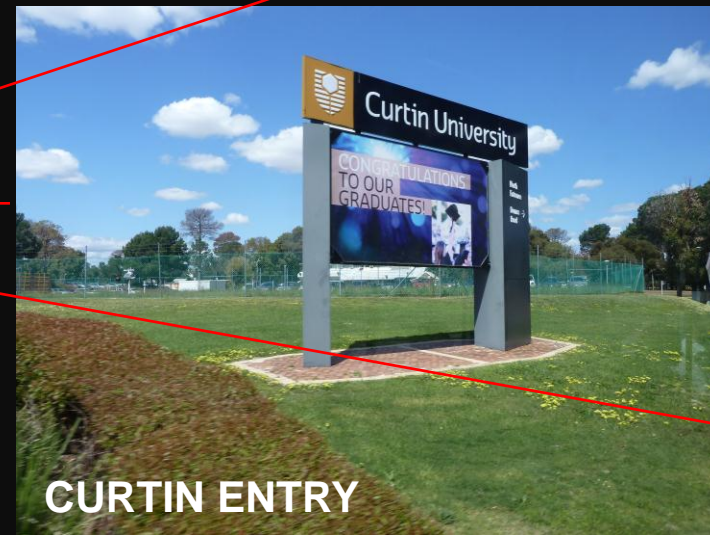
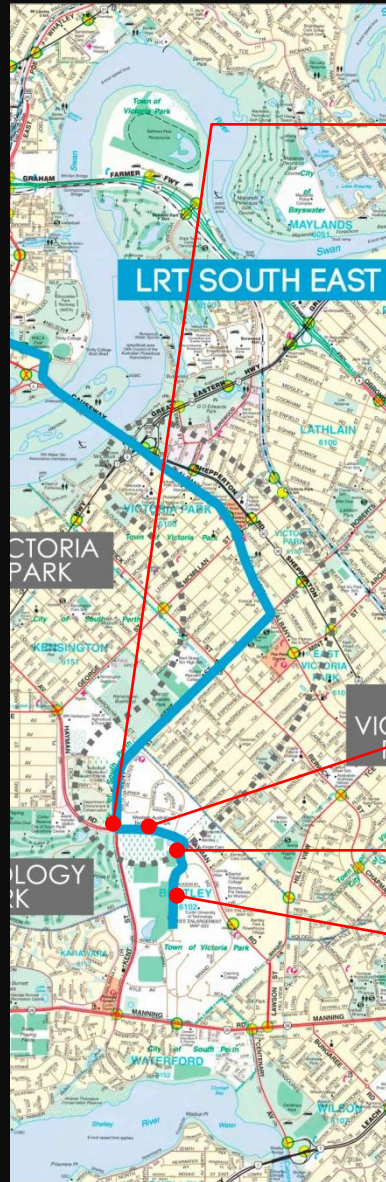


KENT – BERWICK
CORNER

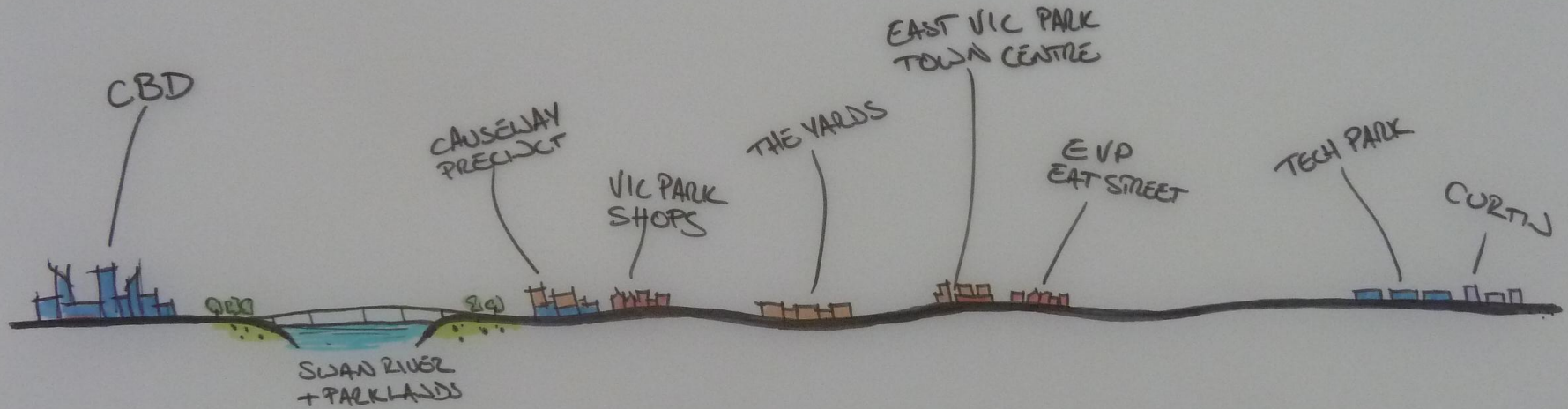


KENT ST - TYPOLOGY

EXISTING – TECH PARK + CURTIN



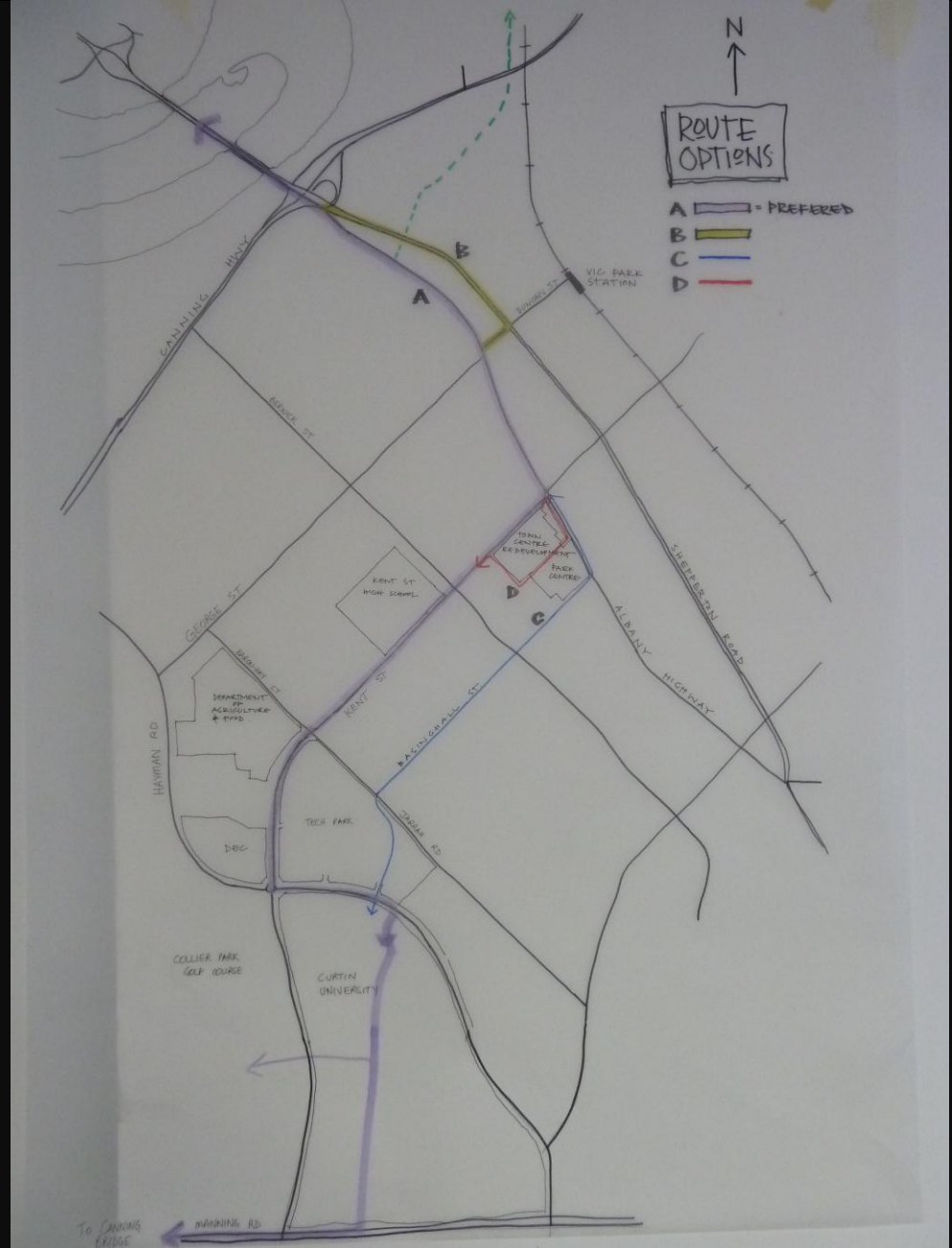
RHYTHM OF THE JOURNEY



KEY DESTINATIONS

CAUSWAY, ALBANY HWY, VIC PARK TOWN CENTRE, UNIVERSITY
TECH PARK INTEGRATION,
ALL DEVELOPMENT OPPORTUNITIES

ROUTE OPTIONS



TWO MAIN CHOICES ALBANY VS SHEPPERTON

ALBANY vs SHEPPERTON

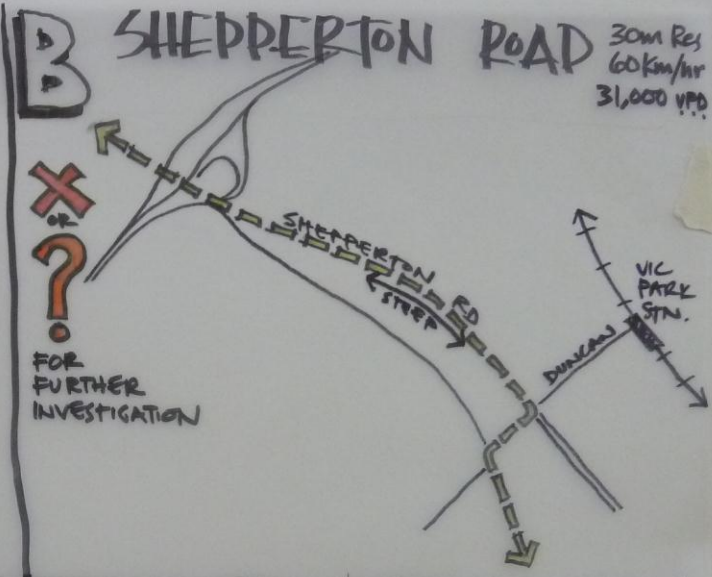
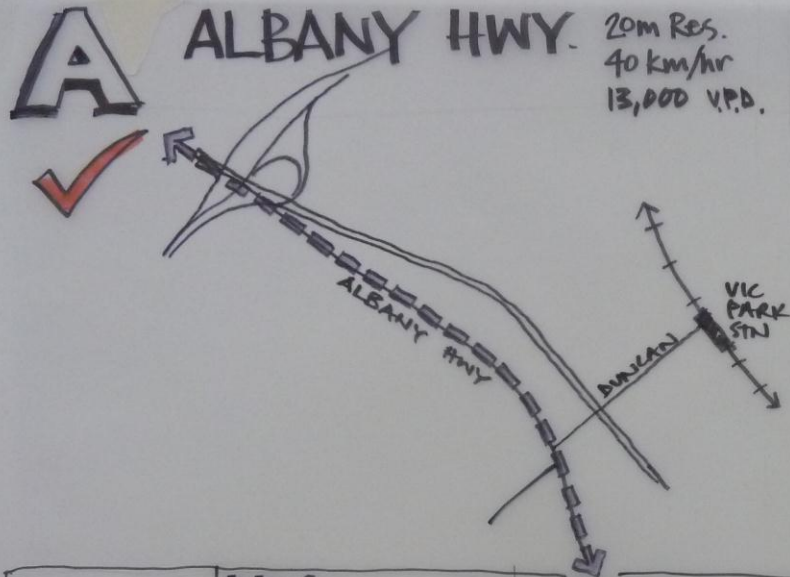


ALBANY HWY STREET



SHEPPERTON BOULEVARDE

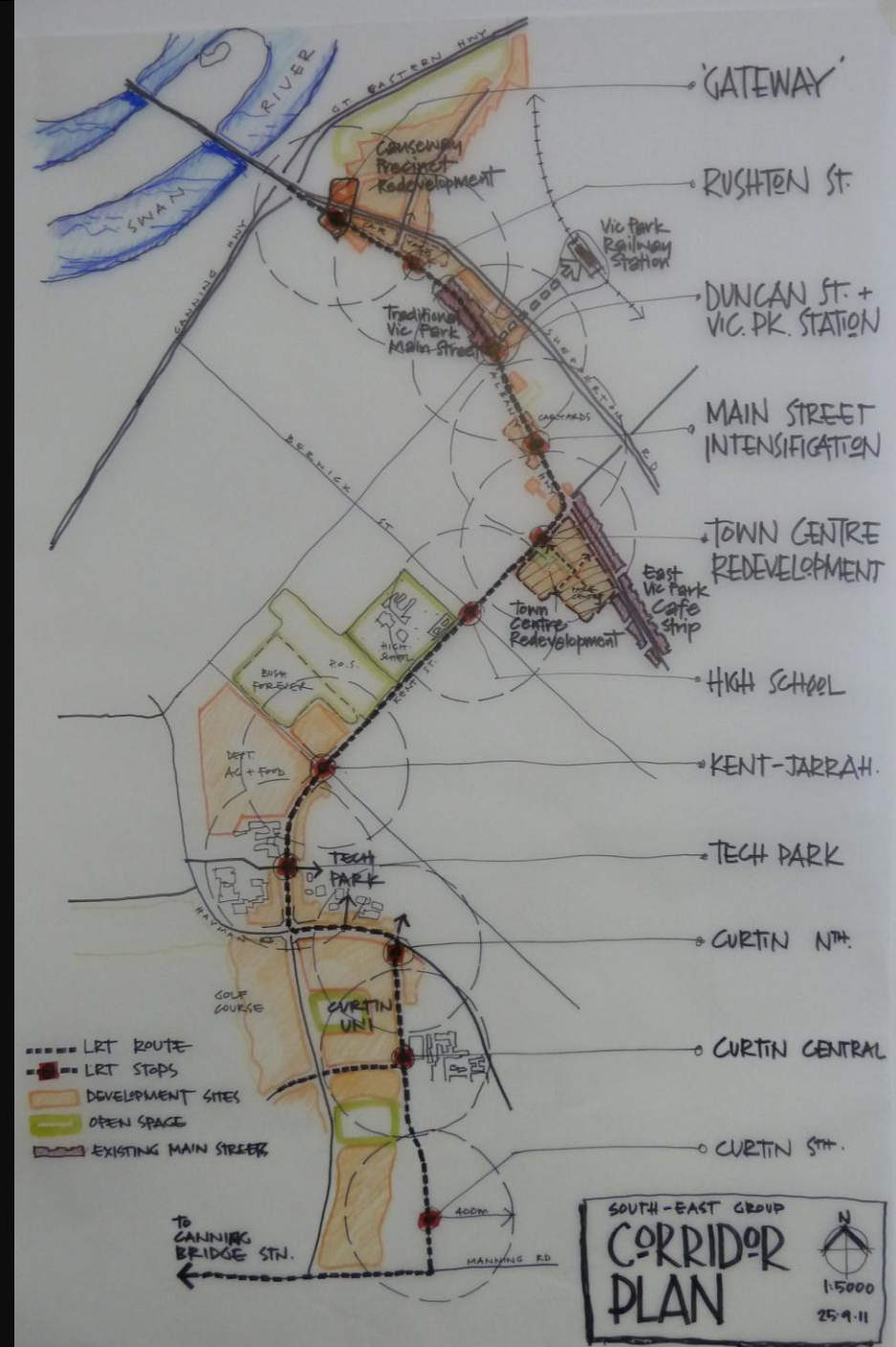
THE MATRIX – ALBANY VS SHEPPERTON



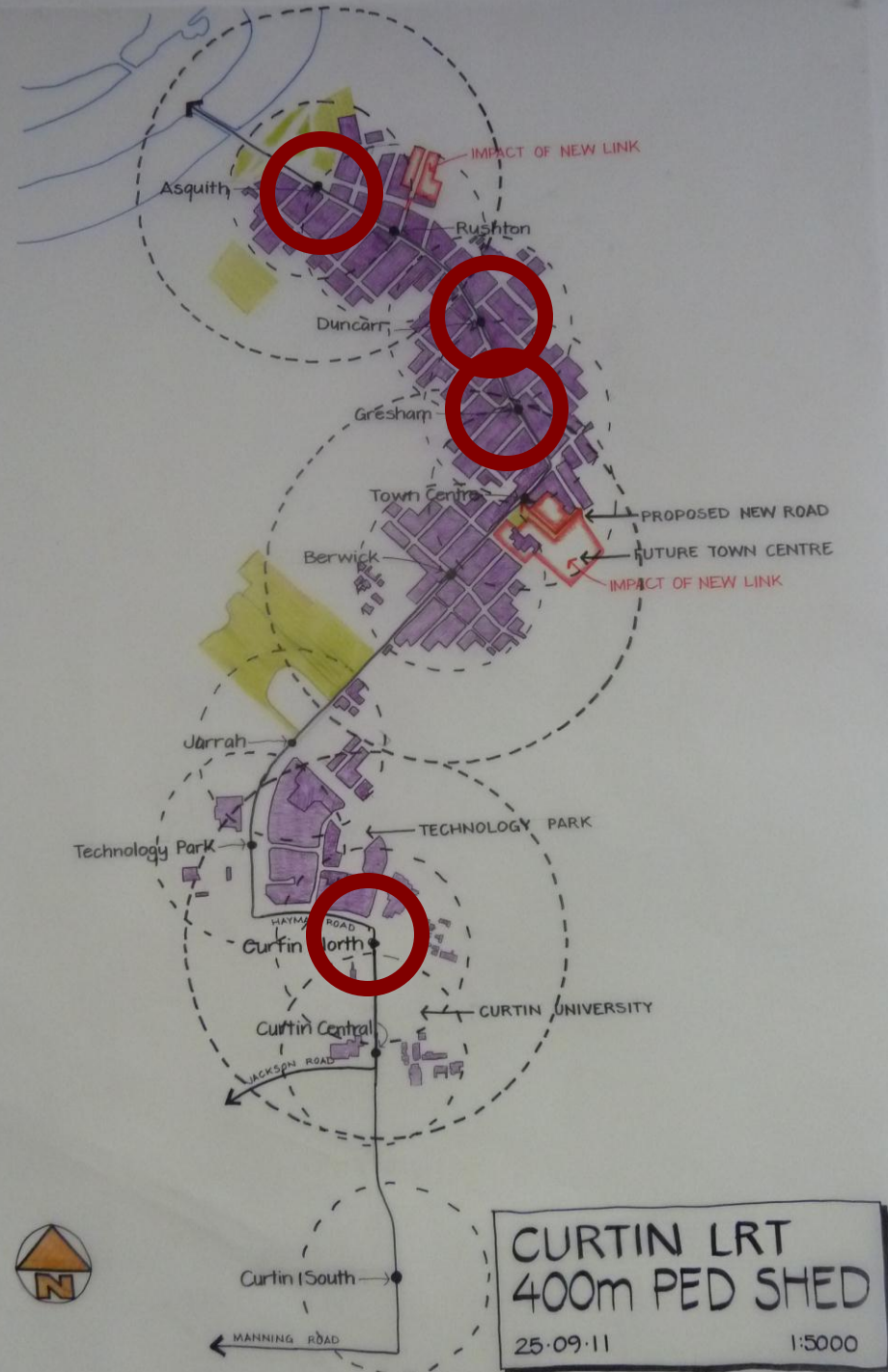
	PROS	CONS	PROS	CONS
PLACE	<ul style="list-style-type: none"> • Greater Placemaking Benefits • More Potential Stops 		<ul style="list-style-type: none"> • Improved Amenity → 'Boulevard' treatment 	<ul style="list-style-type: none"> • Unlikely to be a desirable 'people place'
TRANSIT	<ul style="list-style-type: none"> • Flatter • Straighter 	<ul style="list-style-type: none"> • Marginally Slower • Tight 20m Reserve? 	<ul style="list-style-type: none"> • Marginally quicker 	<ul style="list-style-type: none"> • Steep in one section. • 2 Extra 90° turns
TRAFFIC		<ul style="list-style-type: none"> • Mixer Transit with Traffic - Safety? (But is slower Street) 	<ul style="list-style-type: none"> • Closer to Vic Park Station • Separates transit + traffic (Needed due to Speed) 	<ul style="list-style-type: none"> • Loses traffic widening potential (Regional Traffic) • Construction Disruptions.
ECONOMIC IMPACT	<ul style="list-style-type: none"> • Enhances evening + weekend economy • Better for existing Business. 	<ul style="list-style-type: none"> • Construction impacts on Business • Loss of some street parking (at stops). 		<ul style="list-style-type: none"> • May weaken Albany Hwy business.
FEASO / COST \$	<ul style="list-style-type: none"> • Likely Lower Cost. 			<ul style="list-style-type: none"> • More Expensive (land acquisition + more road changes).

OPPORTUNITIES

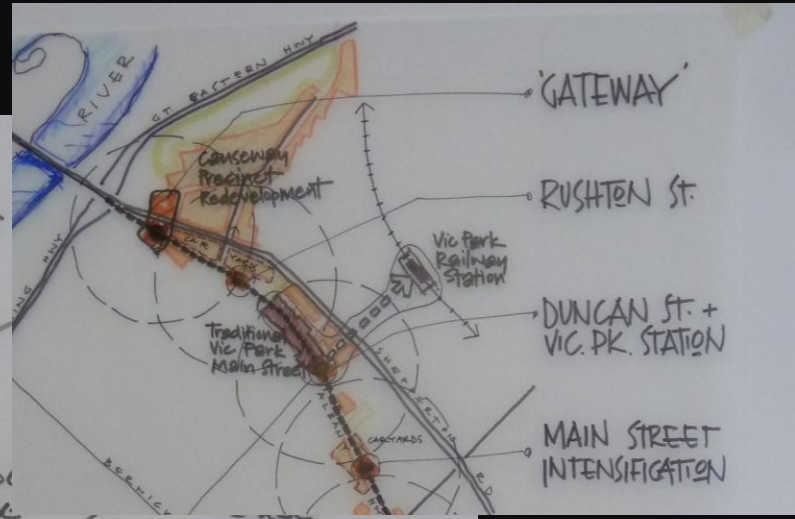
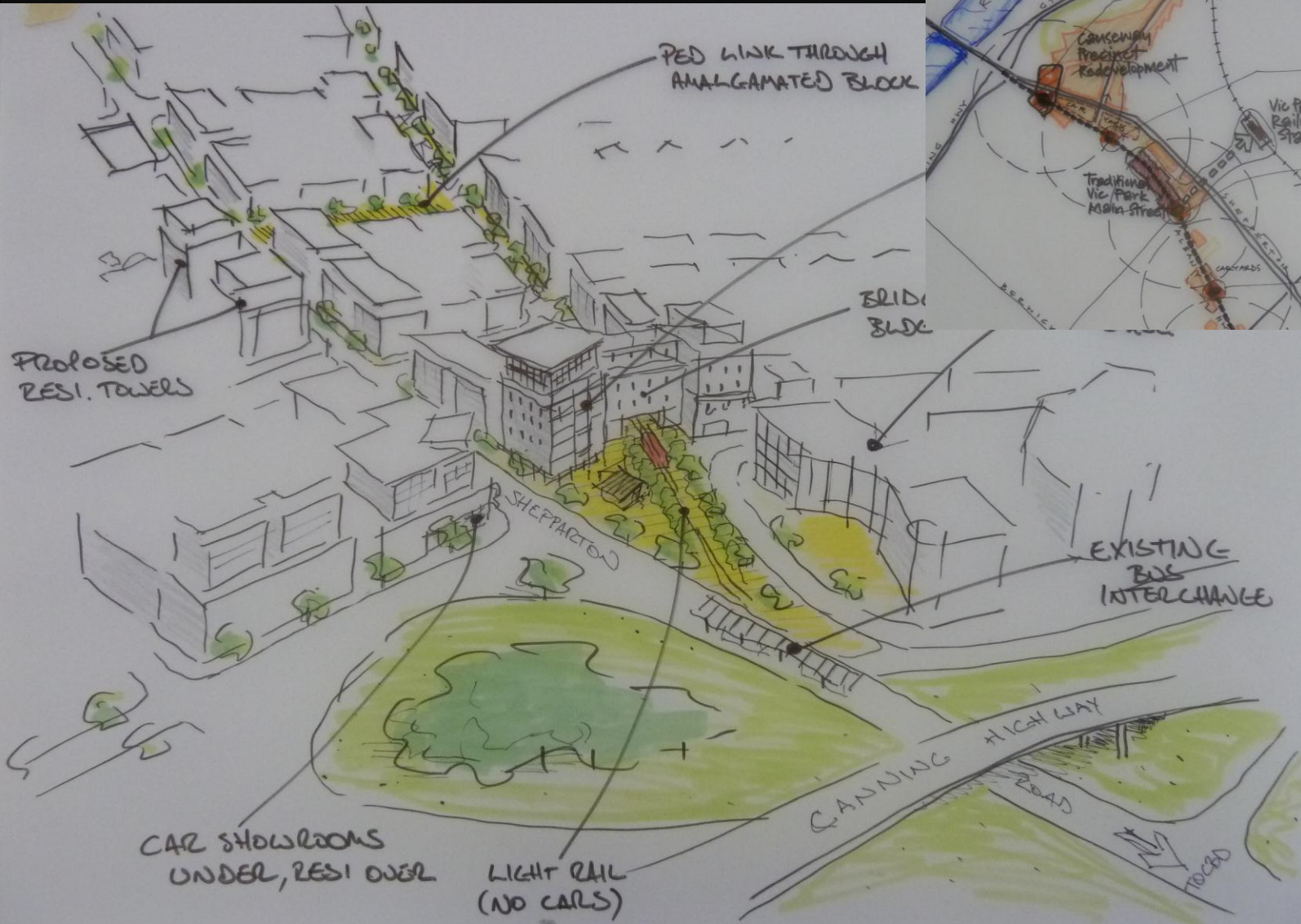
- Corridor Plan
 - Stops at 400m centres
 - 11 stops in all, 3 in Curtin University
- TOTAL YIELDS:
 - 9,500 Residential Dwelling Units
 - 163,000 sqm Retail / Mixed Use / Commercial



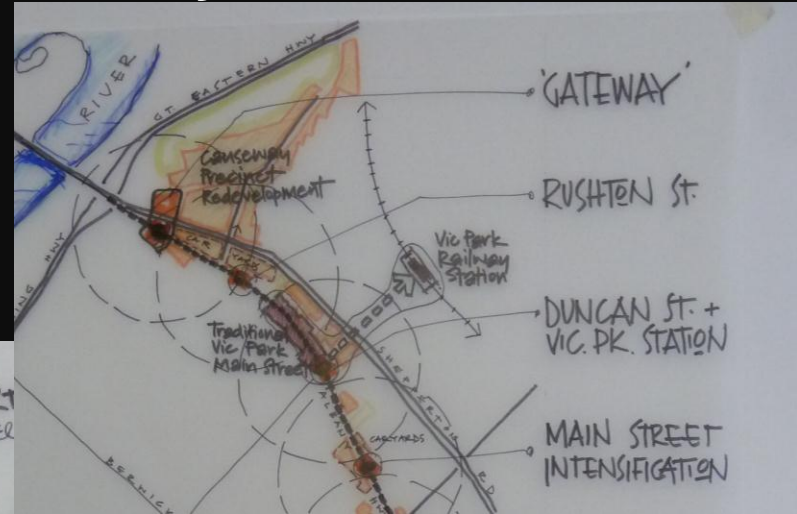
STOPS + PED SHED



CAUSEWAY



CAUSEWAY mixed-use urban car yards

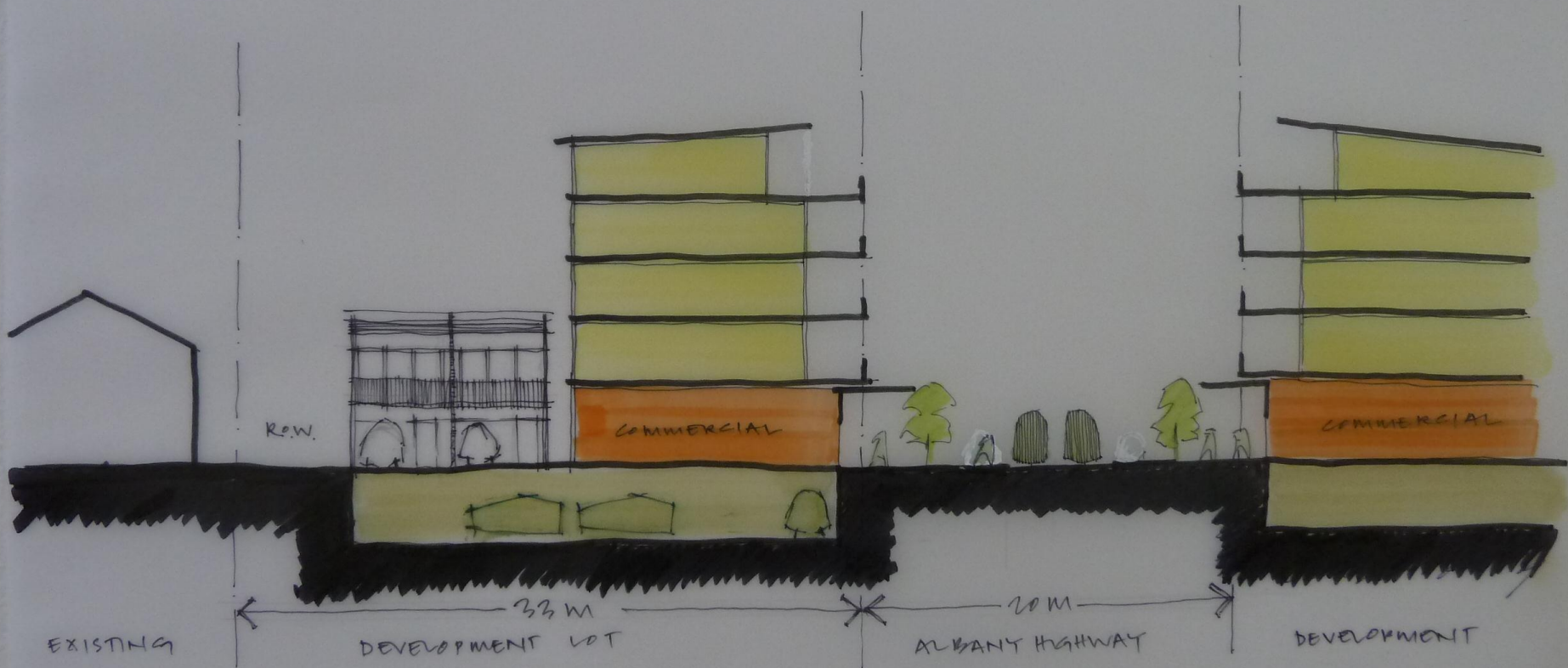


ALBANY HWY CARYARD CATALYST



ALBANY HWY – CARYARD CATALYST

TYPICAL SECTION
CARYARD CATALYST



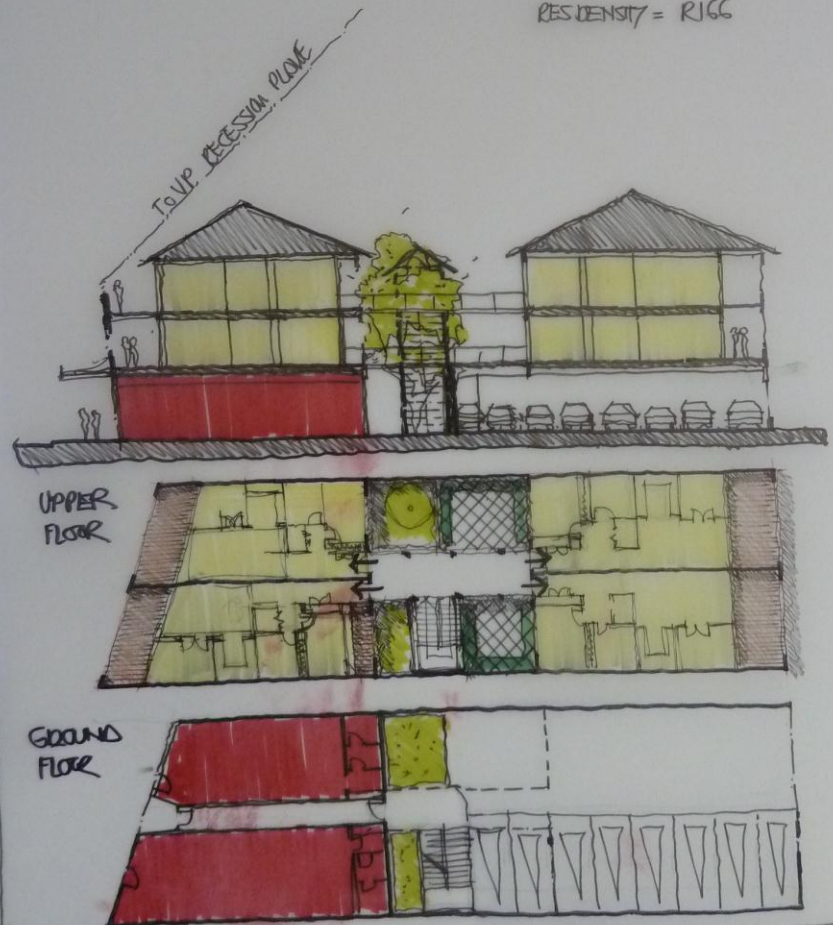
STOP / STATION PLANS



ALBANY HWY SINGLE LOT

SINGLE LOT REDEVELOPMENT ALBANY HIGHWAY - VIC PARK

LOT $12m \times 40m$ (APPROX) = $480m^2$
8 APARTMENTS (A/E $70m^2$ EACH/
2 BED / 1 BATH + STAIR)
 $150m^2$ GROUND FLOOR COMMERCIAL
P.R. = 1.48
RESIDENCY = R166

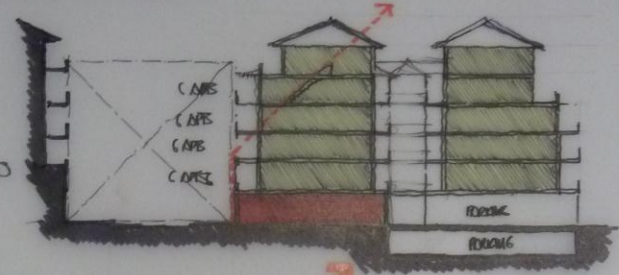


ALBANY HWY DOUBLE LOT

DOUBLE LOT REDEVELOPMENT ALBANY HIGHWAY

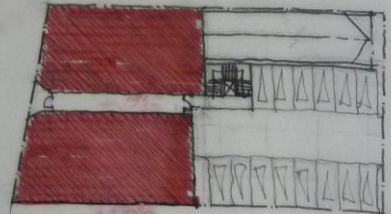
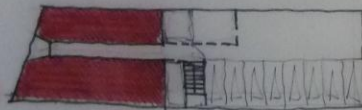
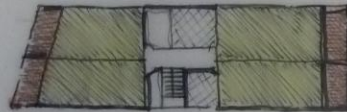
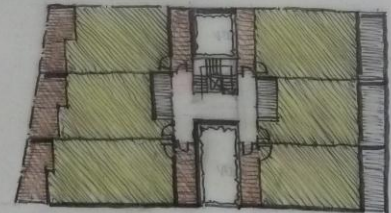
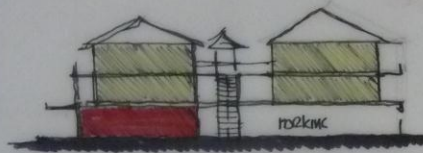
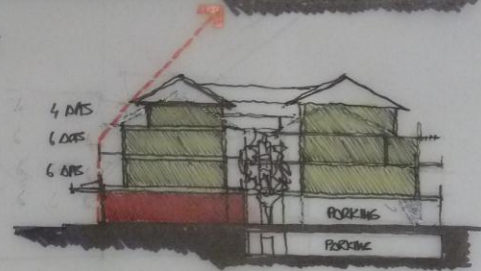
WITHOUT RECESSION PLANE

960m²
24 APARTMENTS
440m² COMM
PR: 2.2
RES DENSITY: R.250
(NET)



WITH RECESSION PLANE

960m²
16 APARTMENTS
440m² COMM
PR: 1.63
RES DENSITY: R.166
(NET)



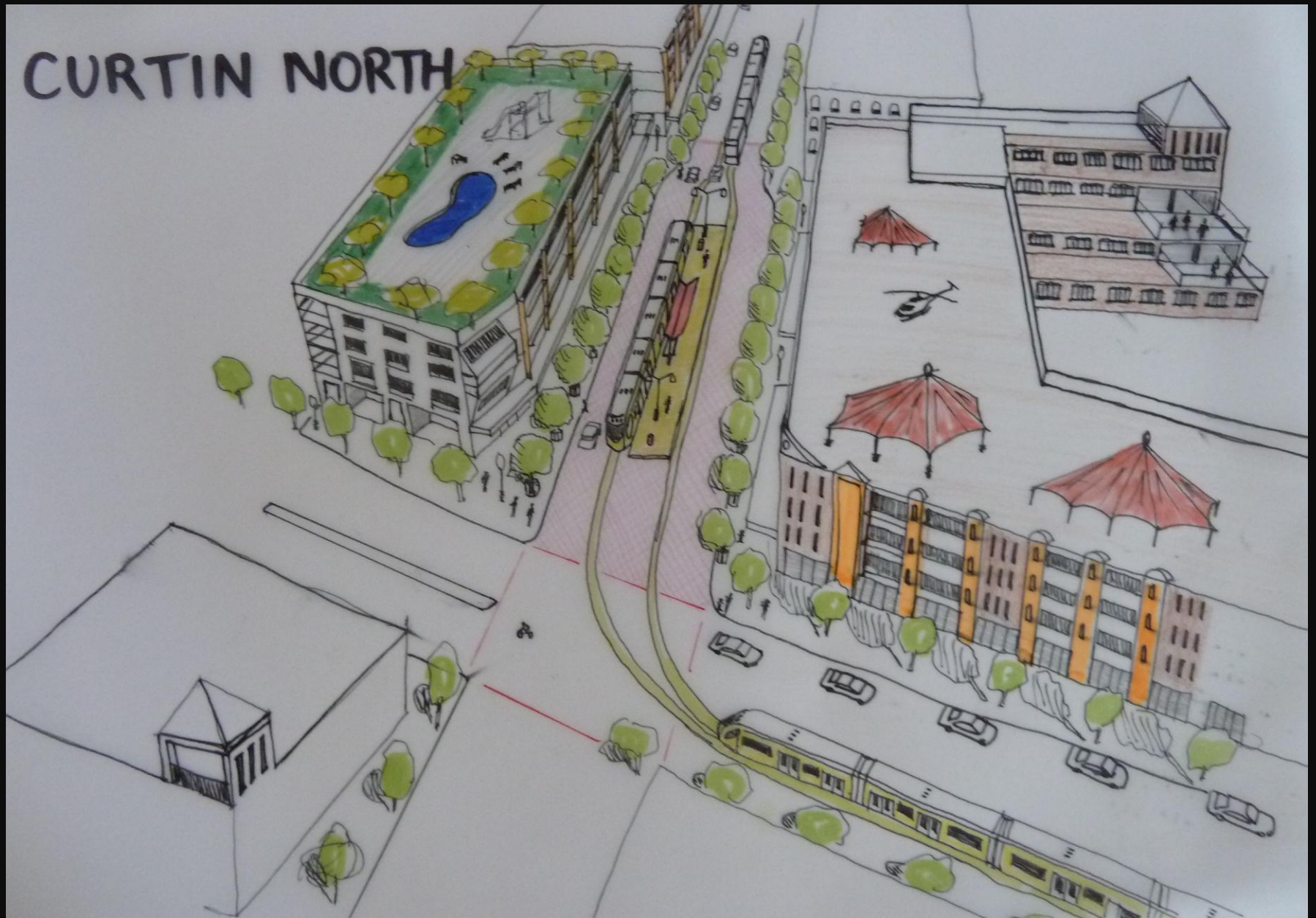
CURTILONA



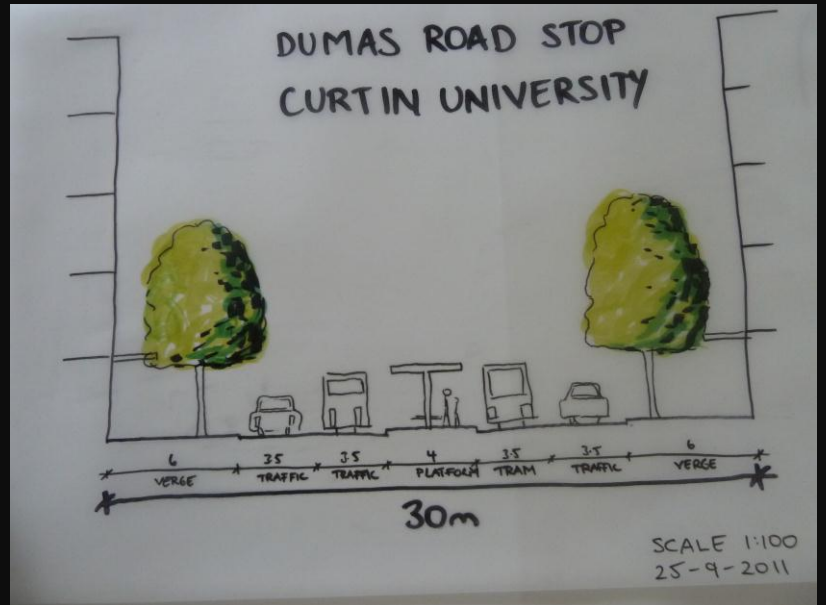
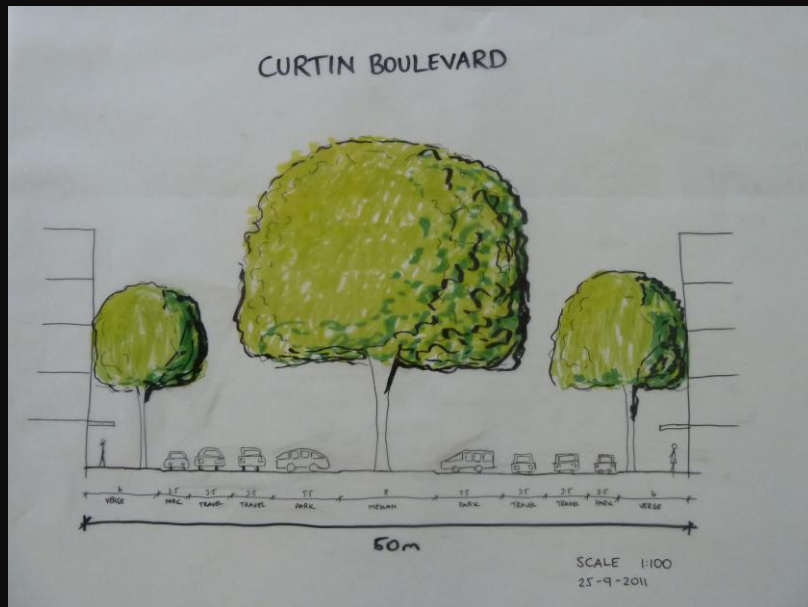
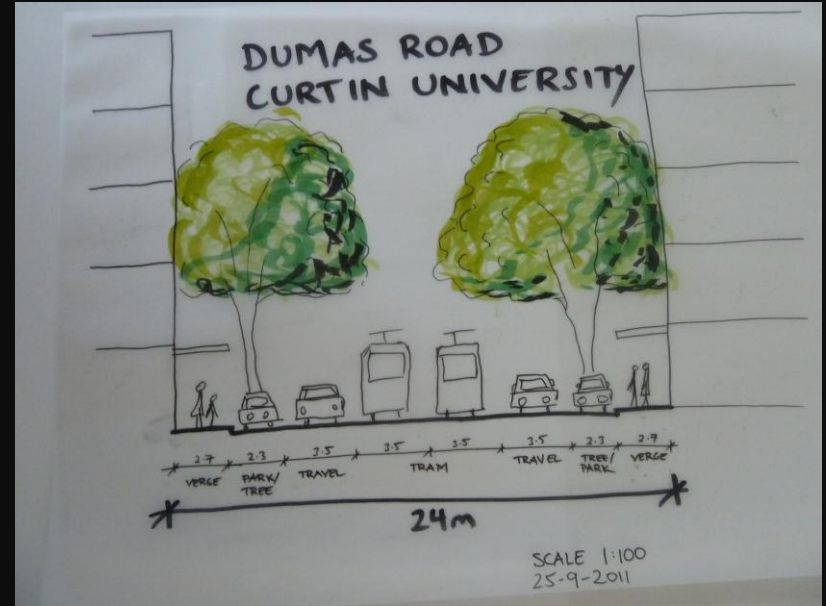
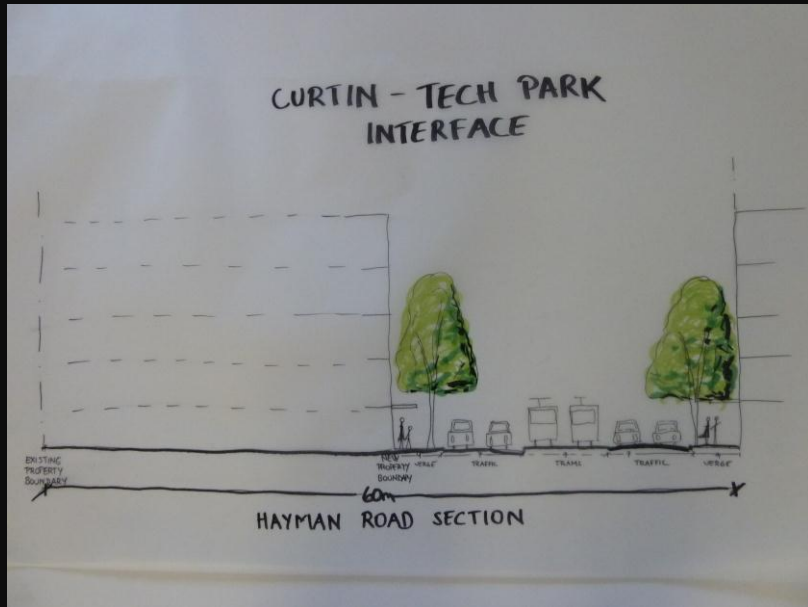
CURTILONA PRECINCT



CURTILONA



CURTILONA SECTIONS

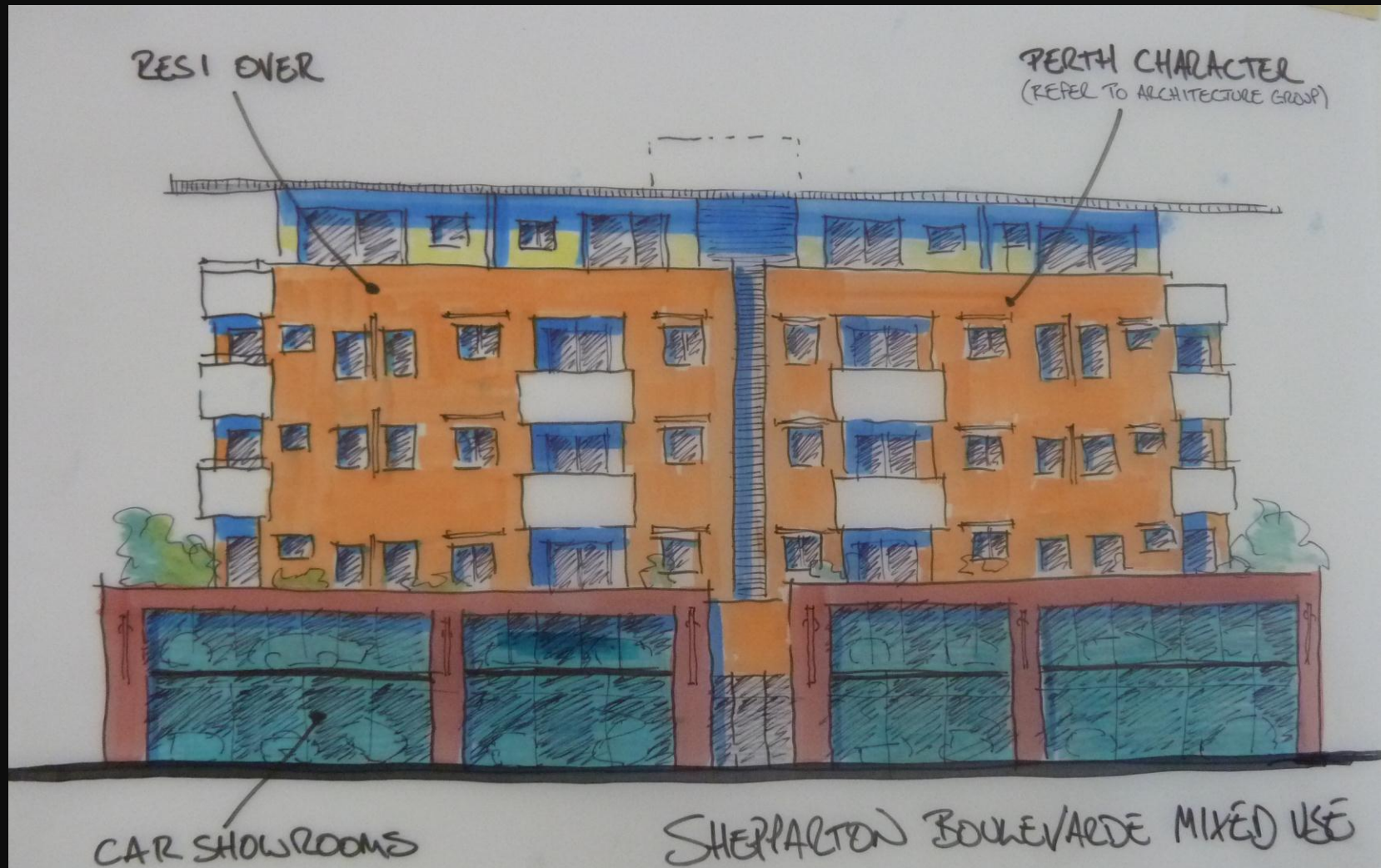


IS SHEPPARTON BETTER????



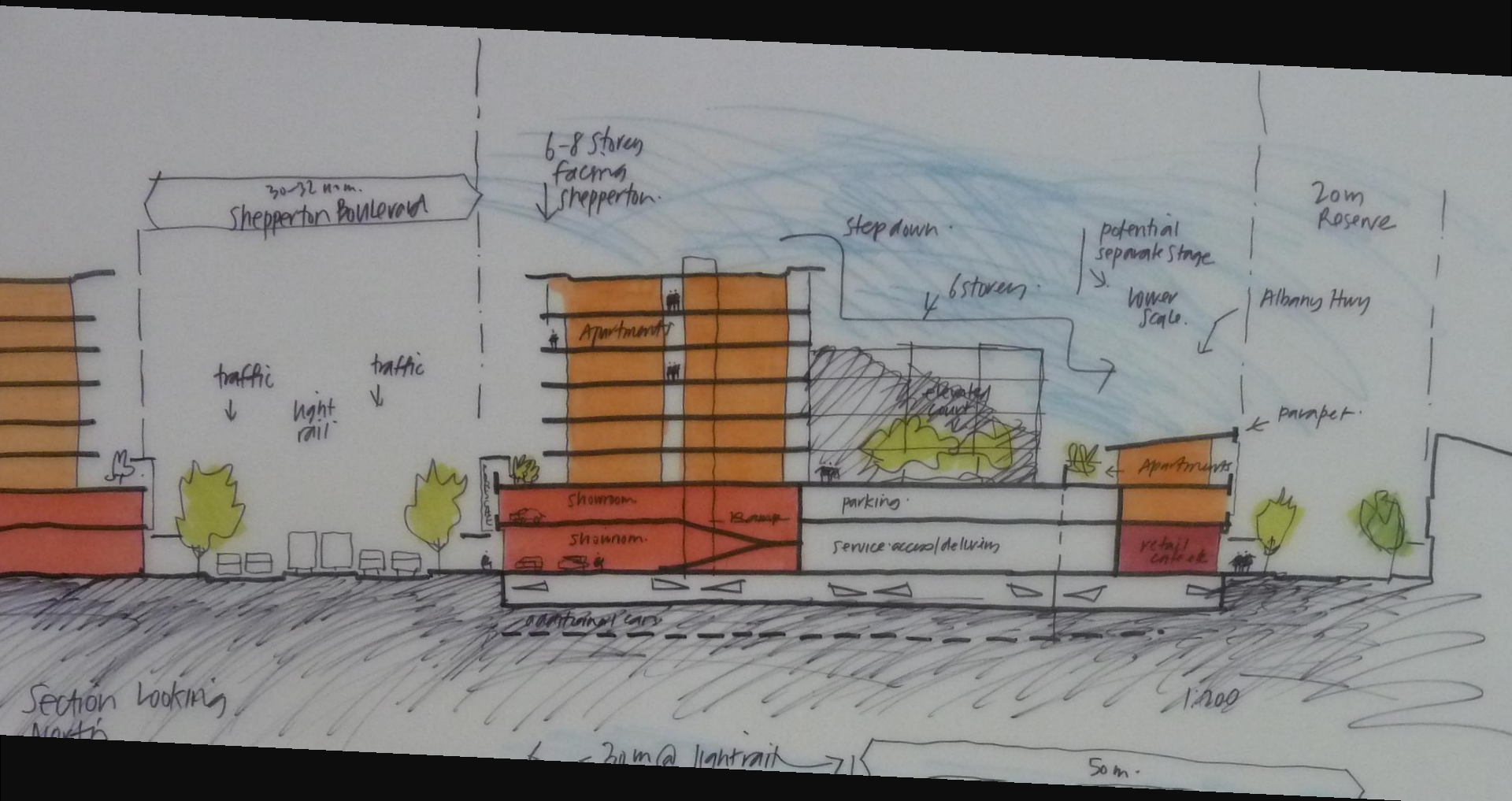
LIGHT RAIL AS A CATALYST FOR DEVELOPMENT
(AND THE RIGHT KIND OF DEVELOPMENT)

IS SHEPPARTON BETTER????



LIGHT RAIL AS A CATALYST FOR DEVELOPMENT
(AND THE RIGHT KIND OF DEVELOPMENT)

SHEPPERTON SECTION

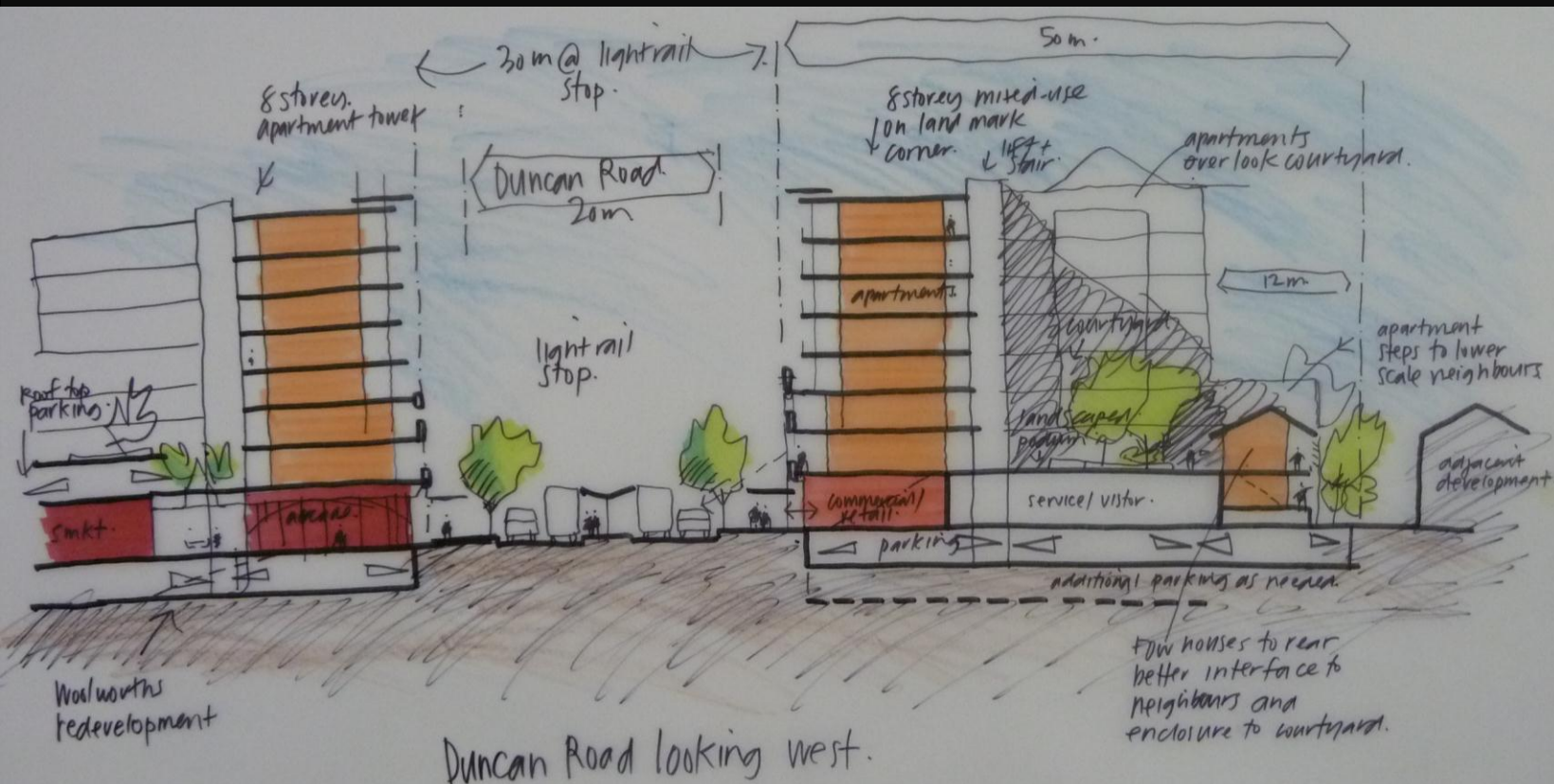


And transition development down to Albany Hwy

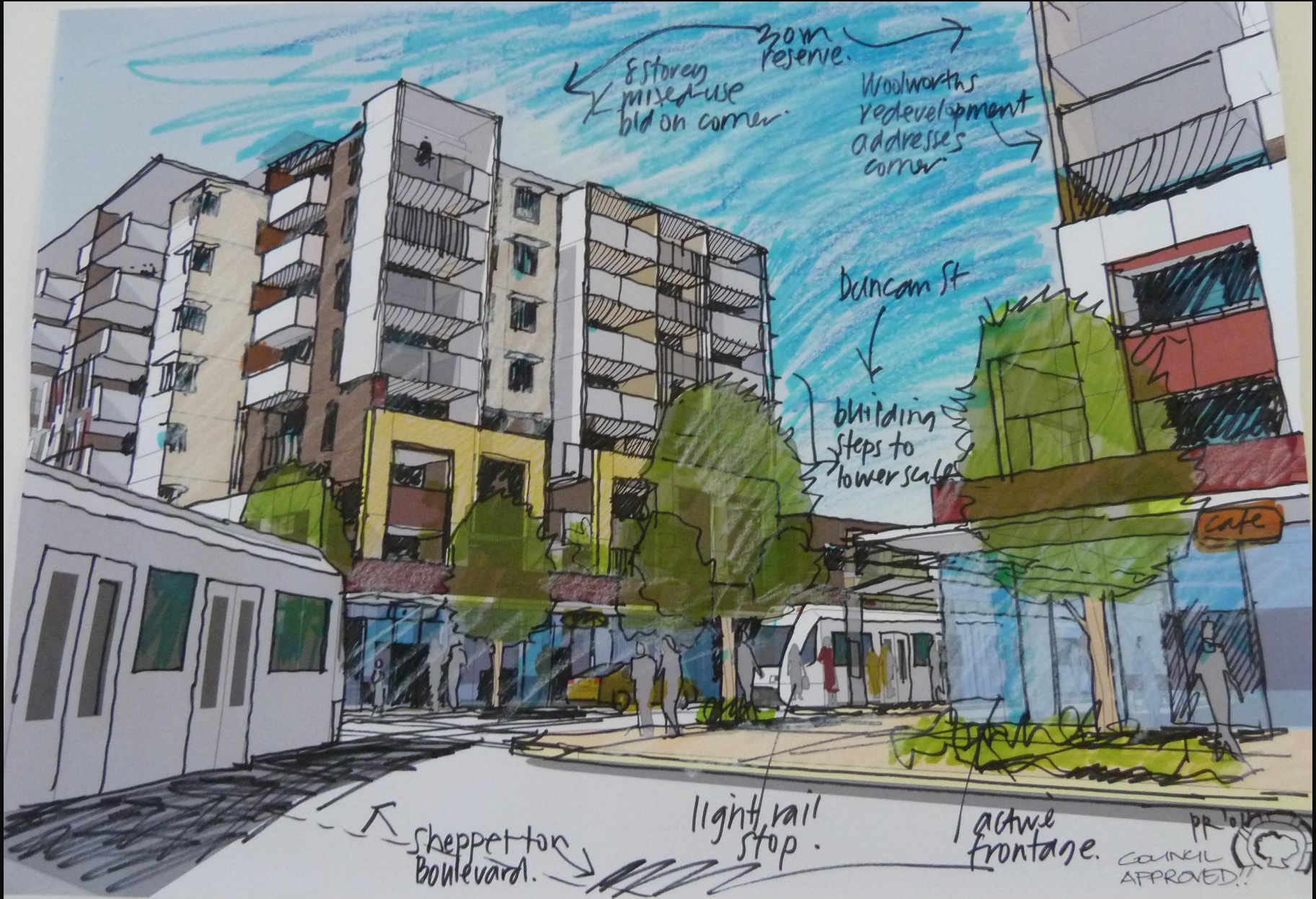
ALBANY HWY – CARYARD CATALYST



DUNCAN ST CATALYST PROJECT



DUNCAN ST CATALYST PROJECT



ACNU Masterclass

25 September 2011

SOUTH EAST ROUTE

THANKS TEAM FOR YOUR ENT

