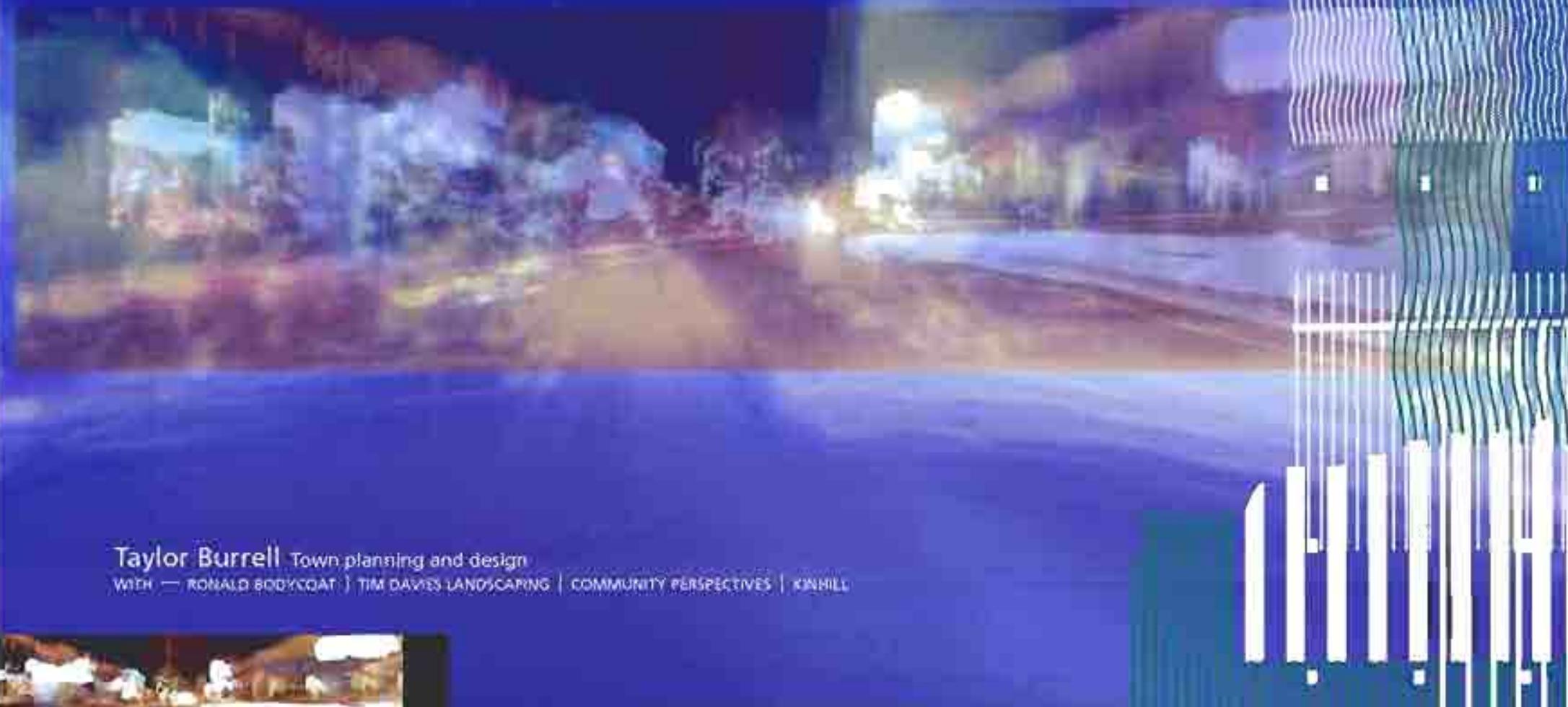
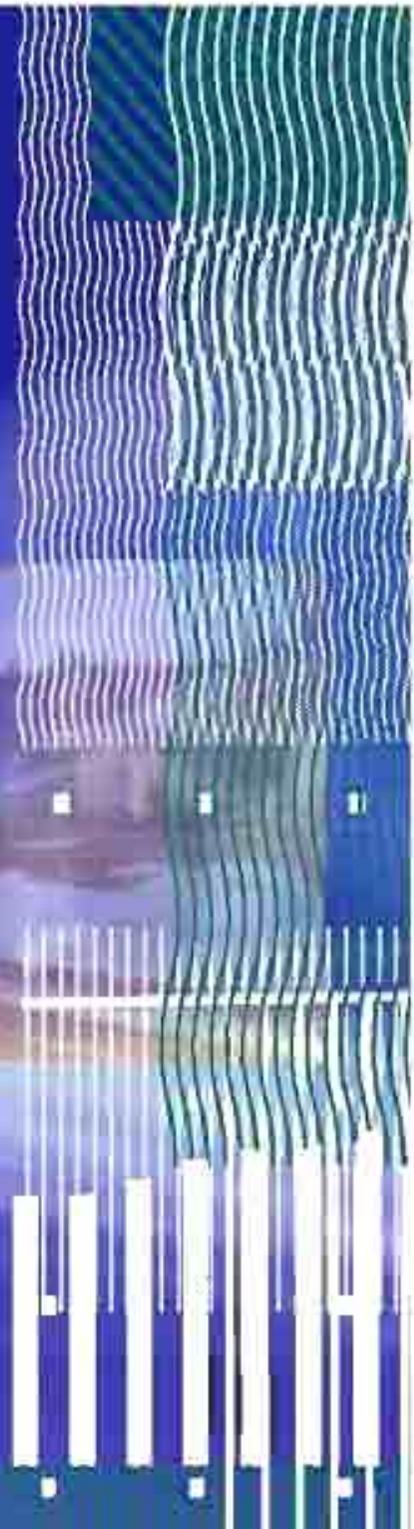


OXFORD CENTRE STUDY

TOWN OF VINCENT | 2000



Taylor Burrell Town planning and design
WITH — RONALD BODYCOAT | TIM DAVIES LANDSCAPING | COMMUNITY PERSPECTIVES | KINHILL





- CARR STREET IS TRAFFIC CALMED. MIXED RESIDENTIAL CHARACTER IS PRESERVED.
- OXFORD STREET IS NARROWED AND TRAFFIC CALMED. TREES ARE REPLACED.
- ALL NEW BUSINESS DEVELOPMENT TO ACTIVELY ENFRONT THE STREET.
- NEW ROADS CREATED TO IMPROVE SAFE WALKABILITY, TRAFFIC CIRCULATION AND CONNECTIVITY.
- NEW TOWN SQUARE
- PUBLIC CAR PARKING CONSOLIDATED INTO DECKED PARKING STATIONS. SURPLUS LAND RELEASED FOR TOWN CENTRE USES.
- IMPROVED FOOTBRIDGE CONNECTION TO RAIL STATION

OXFORD CENTRE STUDY - CORE AREA CONCEPT PLAN

TAYLOR BURRELL ♦ RON BODYCOAT ♦ TIM DAVIES LANDSCAPING ♦ COMMUNITY PERSPECTIVES ♦ KINHILLS



O X F O R D C E N T R E S T U D Y
T O W N O F V I N C E N T | 2 0 0 0

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TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1.	PURPOSE AND APPROACH.....	1
2.0	STUDY AREA DEFINITION	2
2.1.	CORE	2
2.2.	FRAME.....	2
2.3.	Precincts	2
3.0	HISTORY.....	3
3.1.	HISTORICAL OVERVIEW.....	3
3.2.	HERITAGE PROTECTION	3
4.0	LANDUSE.....	4
4.1.	LANDUSE OVERVIEW.....	4
4.2.	PRECINCT 1 - CORE.....	4
4.3.	PRECINCT 2 - ABERDEEN.....	4
4.4.	PRECINCT 3 - CARR.....	4
4.5.	PRECINCT 4 - VINCENT.....	5
4.6.	PRECINCT 5 - RICHMOND.....	5
4.7.	PRECINCT 6 - OXFORD.....	5
4.8.	PRECINCT 7 - MELROSE.....	6
4.9.	PRECINCT 8 - FREEWAY.....	6
5.0	LAND OWNERSHIP.....	7
5.1.	General.....	7
6.0	MOVEMENT	8
6.1.	RAIL.....	8
6.2.	BUS.....	8
6.3.	TRAFFIC.....	8
6.4.	IMPACT OF FUTURE ROAD DEVELOPMENTS	9
6.5.	PARKING.....	9
6.6.	CYCLIST MOVEMENT.....	10
6.7.	PEDESTRIAN MOVEMENT.....	11
6.7.1.	S.A.F.E. Assessment.....	11
6.7.2.	Walkable Catchment Analysis	11
7.0	SERVICES.....	13
7.1.	Drainage.....	13
7.2.	Sewerage.....	13
7.3.	Telecommunications.....	13
7.4.	Western Power.....	13

7.5.	Alinta Gas	13
7.6.	General.....	13
8.0	POPULATION	14
8.1.	Community Profile.....	14
8.2.	Employment	14
9.0	CHARACTER & FORM	15
9.1.	SPATIAL ANALYSIS	15
9.1.1.	Building Disposition	15
9.1.2.	Legibility	15
9.2.	BUILT FORM AND ARCHITECTURE	16
9.2.1.	Active Edges	16
9.2.2.	Robustness	16
9.3.	STREETSCAPE	16
9.3.1.	Fences.....	16
9.3.2.	Street Trees	16
10.0	STATUTORY CONTEXT	18
10.1.	METROPOLITAN REGION SCHEME.....	18
10.2.	TOWN PLANNING SCHEME NO. 1	18
10.3.	POLICIES (Metro Centres).....	18
11.0	COMMUNITY CONSULTATION.....	20
11.1.	Questionnaire Outcome.....	20
11.2.	Workshop Outcomes	20
12.0	SUMMARY OF KEY CONSIDERATIONS	22
12.1.	General	22
12.2.	Land use issues	22
12.3.	Movement	22
12.4.	Built form	22
12.5.	Public spaces.....	23
13.0	THE OXFORD CENTRE PLAN.....	24
13.1.	GENERAL	24
13.2.	LANDUSE PRINCIPLES.....	24
13.3.	MOVEMENT PRINCIPLES	24
13.4.	BUILT FORM PRINCIPLES	24
13.5.	PUBLIC SPACES DESIGN PRINCIPLES	25
14.0	LANDUSE AND ZONING PROPOSALS.....	26
14.1.	general.....	26
15.0	PROPOSED MOVEMENT SYSTEM.....	27
15.1.	Principles.....	27

15.2.	Roads (Commercial Precinct).....	27
15.2.1.	Oxford Street.....	27
15.2.2.	Vincent Street.....	28
15.2.3.	Newcastle Street.....	28
15.2.4.	Aberdeen Street.....	28
15.2.5.	The New Streets.....	28
15.2.6.	Carr Street.....	29
15.2.7.	Frame Court.....	29
15.3.	Road - Residential Precincts.....	30
15.3.1.	Richmond Street.....	30
15.3.2.	Melrose Street.....	30
15.3.3.	Stamford Street.....	30
15.4.	Other Vehicular Access.....	31
15.4.1.	Reciprocal Right of Access.....	31
15.4.2.	RAAF Site.....	31
15.5.	Pedestrian Facilities.....	31
15.5.1.	General.....	31
15.5.2.	Sidewalks and Footpaths.....	31
15.5.3.	Pedestrian Lanes or Alleys.....	31
15.5.4.	Pedestrian Crossing.....	32
15.5.5.	Railway Station Access.....	32
15.6.	Public Transport.....	32
15.6.1.	Rail.....	32
15.6.2.	Bus.....	33
15.6.3.	Taxis.....	33
15.7.	Cyclists.....	33
15.7.1.	Veloway.....	33
15.7.2.	Cycling on Streets.....	33
15.8.	parking.....	33
15.8.1.	On-Street Parking.....	33
15.8.2.	Off-Street Parking.....	34
15.8.3.	Parking Standards.....	34

16.0 BUILT FORM 35

16.1.	Built form.....	35
16.1.1.	Overview of Built Form Recommendations.....	35
16.1.2.	Built Form Recommendations - Precinct 1.....	35
16.1.3.	Built Form Recommendations - Precinct 2.....	36
16.1.4.	Built Form Recommendation - Other Precincts.....	36
16.2.	design guideline principles for development in the central oxford area.....	37
16.2.1.	General.....	37
16.2.2.	Building Form.....	37
16.2.3.	Site Design.....	41
16.3.	DESIGN GUIDELINE PRINCIPLES FOR RESIDENTIAL DEVELOPMENT IN THE OXFORD STUDY AREA.....	41
16.3.1.	General.....	41
16.3.2.	Building Form.....	42

16.3.3.	Site Design	43
17.0	CIVIC SPACES	45
17.1.	Streetscapes	45
17.2.	town square	45
17.3.	public arts and community arts	46
18.0	IMPLEMENTATION	48
18.1.	DEVELOPMENT PLAN	49
18.2.	STATUTORY REQUIREMENTS	49
18.2.1.	Special Control Areas SCA's	49
18.2.2.	Zoning Modifications	50
18.2.3.	Development Control and Design Guidelines	50
18.2.4.	Infrastructure Contributions	50
18.3.	PUBLIC WORKS	50
19.0	RECOMMENDATIONS	52

Executive Summary

Analysis and consultation carried out in the course of this study have given rise to a number of complex issues to be addressed when formulating a concept plan for the Oxford Centre.

A summary of key issues is set out below.

- i) The success of the retail/commercial portions of the Oxford Centre is reliant on the presence of major employment generators. The presence of these should be maintained and their growth encouraged.
- ii) Notwithstanding, there is a community desire to discourage the encroachment of commercial uses into residential precincts.
- iii) There is a prevailing desire to facilitate the upgrading and improvement to the quality of commercial uses and facilities within the study area.
- iv) From a viewpoint of good planning, it is desirable to intensify uses (commercial and residential) closest to the station and within the core.
- v) Some mixing of residential uses within the commercial precincts is acceptable, but their relationship with incompatible uses (such as nightclubs) should be carefully managed.
- vi) The use of local streets (commercial and residential alike) by unrelated through traffic should be discouraged.
- vii) The circulation and legibility of the movement network should be improved.
- viii) The direct walkability characteristics of the study area should be improved.
- ix) Personal safety of pedestrians is as important as traffic safety. The plan should promote safer (night and day) public spaces for pedestrians.
- x) Convenient parking within the study area should be maintained.
- xi) A mall or semi-mall within Oxford Street should be contemplated.
- xii) Pedestrian accessibility to the railway station should be improved.
- xiii) Improved opportunities should be provided for bus, rail and taxi integration within the study area.
- xiv) The qualities of traditional (main street) built form within the study area are highly desirable.
- xv) The disparate building distribution of buildings in some locations within the study area are seen to directly impoverish pedestrian spaces adjacent thereto.
- xvi) Thresholds, nodes and landmarks within the study area require improved emphasis.
- xvii) Active building edges to streets are poor in many places.
- xviii) Active residential edges to streets are frequently disrupted by the presence of full height (1.8m) fences and wall which alienate buildings from their street and encourage crime.
- xix) The heritage and cultural qualities of built form within the study area should be conserved and promoted.
- xx) A mixture of modern built form within the study area should not be discouraged, but sensitive design to respect heritage context should be promoted.
- xxi) Cultural heritage within the study area requires recognition.
- xxii) The existing park at the southern end of Oxford Street is badly laid out and has a poor relationship with the town centre.
- xxiii) The civic space available at the intersection of Newcastle and Carr Streets is ill defined and presents an opportunity for enhancement.

xxiv) Street scaping requires improvement generally. The promotion of substantial street trees to provide adequate shade, shelter and amenity should be pursued.

xxv) The upgrading of streets and sidewalks as vibrant public spaces should be promoted.

xxvi) Particular emphasis of thresholds as unique places defining the edges of Oxford Centre should be considered.

THE OXFORD CENTRE PLAN

The various recommendations forming the Oxford Centre plan are described in detail in subsequent chapters. A succinct overview is provided hereunder.

Land Use Principles

The following land use principles are embodied in the study recommendations:

- i) A zoning and land use strategy is proposed which supports and encourages the growth of employment generating businesses within the study area.
- ii) The integrity of existing land use and current zonings is generally maintained. With the exception of a small portion of Oxford Street (north) commercial encroachment into residential areas is strongly discouraged.
- iii) The combined affect of land use controls, design guidelines and public works is intended to provide for the upgrading and enhancement of "run down" commercial activity.
- iv) The proposed zoning and guidelines is intended to promote intensification of landuses in closest proximity to the railway station.
- v) Proposed zoning modifications aim to encourage mixed use residential within the core, but seek to carefully manage the inter-relationship of such uses with non compatible containment uses such as nightclubs.

Movement Principles

The following movement principles are embodied in the study recommendations:

- i) The plan recommends the discouragement of through traffic, commercial and residential streets but other than Vincent, Loftus and Aberdeen Streets (through traffic calming and intersection management measures).
- ii) The plan establishes an improved road network to facilitate better circulation for traffic and pedestrians.
- iii) The personal safety of pedestrians is intended to be improved by eliminating or reducing the necessity to use a backlot" areas, alleys or lanes for night and day pedestrian access, instead focussing pedestrian movement in safety design sidewalk environments on active streets.
- iv) The plan accommodates a mix of on-street and off-street parking. In particular, off-street parking is recommended to be ultimately supplemented by the development of decked carparking stations.
- v) A "semi-mall" concept for Oxford Street (south) is promoted by the use of mixed paving design and integration with a town square at its southern end. Traffic is still permitted.
- vi) Pedestrian accessibility to the rail station is improved by enhancing the directness of walking routes.
- vii) Pedestrian accessibility to the railway station is recommended to be further improved by a footbridge extension.
- viii) The plan enables opportunities for buses and taxis to be integrated with rail.

Built Form Principles

The following built form principles are embodied in the study recommendations:

- i) Traditional "main street" forms of building design within the commercial areas are promoted.
- ii) The fractured and impoverished effect on public space caused by disparate building form is recommended to be remedied over time by encouraging new development of redevelopment to be designed on traditional "main street" design principles.
- iii) Thresholds and nodes within the study area are recommended to be emphasised by new or upgraded built form.
- iv) The use of design guidelines is recommended to remedy the effect of blank building edges to streets by encouraging active built form enfronting street space upon redevelopment.
- v) Design guidelines are included which (interalia) direct all residential street fencing to be transparent.
- vi) The retention of heritage form of both commercial and residential development is promoted within design guidelines.
- vii) Contemporary architectural design is also encouraged, provided it is executed in a manner sensitive to any heritage context.

- iv) Streetscaping within commercial and residential streets alike is recommended to be upgraded. The use of large, sometime deciduous trees is promoted.
- v) The study recommends the repaving of various portions of Oxford Street, Newcastle Street, Vincent Street and the "new streets" together with the installation of further street furniture and enlivening of public art.
- vi) Thresholds into the study area are recommended to be further enhanced by the uses of public art and landscaping.

This summary also appears in the report as Sections 12 and 13

Public Spaces Design Principles

The following public spaces design principles are embodied in the study recommendations:

- i) The cultural heritage of the study area should be promoted in the conduct of community art projects expressed as public art in public places.
- ii) The study recommends the revitalisation of existing parks at the southern of Oxford Street as a "town square" enfronted by active buildings on three sides.
- iii) The intersection of Newcastle at Carr Street is recommended to be rationalised, releasing space for civic uses (eg, urban landscaping, water feature or similar).

1.0 INTRODUCTION

1.1 PURPOSE AND APPROACH

The Oxford Centre Urban Design Study was initiated by the Town of Vincent at its ordinary meeting held on 10th May 1999.

Taylor Burrell were subsequently appointed to carry out the study in conjunction with the following consultants, who provided specialised advice through the duration of the project:

- Ron Bodycoat Architect (Heritage Architect)
- Tim Davies Landscaping (Landscape Architect)
- Community Perspectives (Community Consultation)
- Kinhills (Engineers)

The consultant's brief incorporated the following objectives into the study:

- To investigate the existing overall appearance and amenity of the Precinct,
- To identify, consider and address areas that have similar features and characteristics, such as cultural heritage, design, age, condition and finished etc,
- To investigate, consider and address the pedestrian overbridge and laneways within the Precinct,
- To investigate, consider and address the existing vacant sites within the Precinct,
- To consider and address the existing car parking provision within the Precinct,
- To consider and address places within the Precinct that may be considered as Conservation Areas,
- To consider and address the Leederville Railway Station
- To retain existing building stock and encourage complementing infill development,
- To consider and address the possibility of a pedestrian mall for a section of Oxford Street,

- To consider and address the existing and future concept of the Precinct in relation to "Universal Design" for people of all ages and abilities,
- To consider and address existing Town Planning Scheme and Policy provision in the Town in relation to the Precinct,
- To investigate the role of the Town in relation to the implementation of the recommendations formulated in the report, and
- To identify and undertake the processes involved with community consultation.

The consultant's brief is included in **Appendix A**.



Aerial View of the Study Area

2.0 STUDY AREA DEFINITION

The Oxford Centre Study Area has been divided into two areas of focus, being the core study area and the frame. Whilst the core area represents the primary focus of the study, it's relationship and integration with the adjacent land uses and movements systems (contained within the frame) need to be examined.

Figure 2.1 defines the study area.

2.1 CORE

For the purpose of analysis the core precinct predominantly contains pedestrian-based retail and business/commercial land uses. The majority of the pedestrian-based retail uses focus upon Oxford Street between Newcastle and Vincent Streets.

The core is further considered in two parts; the inner core and the outer core.

The boundary associated with the inner core has been derived from the Liveable Neighbourhoods Community Design Code (WAPC:1997:17), which identifies a distance of 400 metres and below as the zone of best pedestrian access, which generally equates to around a five minute walk. Experience around Australian cities suggested that people will walk up to 400 metres in order to meet their daily transport, shopping and/or recreational needs (Department of Housing and Regional Development; Better Cities Paper 2: pg 15).

The outer core extends to incorporate other related commercial and institutional uses. It generally extends to 800 metres, being the extent of the rail transit precinct as defined in WAPC Policy DC 1.6 (refer Section 10.3), but is limited to predominantly commercial uses.

2.2 FRAME

The frame study area is defined as all land contained within the balance of the study area, and does not include the core area.

2.3 PRECINCTS

The study area is also from time to time examined by precincts for the purpose of convenient description. They do not have any planning function in this study. The precincts are shown in **Figure 2.2**

3.0 HISTORY

3.1 HISTORICAL OVERVIEW

As the architectural diversity of styles indicates in the Oxford Study Area, the locality has developed as a residential district with a commercial centre to service that district. Much of the built form of the study area dates from the initial subdivision into small residential lots. The survival of much of this housing stock together with substantial places such as the two storied commercial buildings, the hotel, theatre, post office and government school, provide a strong local identity and a sense of place for the residents and the wider community which uses the Oxford Centre.

3.2 HERITAGE PROTECTION

The distinctive architectural style of buildings is representative of the period from around the turn of the 20th century up to the 1930's and more recently. The Heritage Places, identified on Figure 3.1, represent buildings of cultural heritage significance included in the Municipal Inventory of the Town of Vincent and includes any places entered in the Register of the Heritage Council of WA or Classified by the National Trust. The map also identifies places, both commercial and residential, which are identified by the Oxford Centre Study to have heritage significance but which are not yet included in the Municipal Inventory. Other places of lesser heritage value are identified as significant because of their contextual value – they contribute to the overall streetscape and retain the potential to be restored to a better presentation.

Erosion of a former more cohesive character in the built environment of the Oxford Study Area has occurred in recent decades, particularly through the introduction of large commercial and residential buildings.

The object therefore of identifying places and areas considered to be of cultural heritage significance is to highlight their value, both real and cultural, in the context of the Oxford Centre. The community's perception of the character of the Centre will be heightened as a result and the potential to enhance the quality of the physical environment will be promoted. There is a need for direction and improvement and the Study addresses this need. As a consequence, reinforcement of a proper sense of place for the community derived from existing buildings of character will assist conservation of the existing fabric of the Centre rather than further transformation through redevelopment. In other words, owners should be encouraged to keep and to appropriately upgrade buildings which are useful and of good character. The Study also facilitates change in the built fabric of the Centre for buildings and sites identified to be suitable for such development. But without an understanding of the advantages of conservation where appropriate, erosion of the architectural character of buildings and streetscapes will continue to happen

4.0 LANDUSE

4.1 LANDUSE OVERVIEW

The Study area contains a diversity of landuses, ranging from low density residential, recreational, civic and educational uses, to high order commercial and office uses.

The range of uses reflects the historic growth of the suburb, traditionally represented by a mixture of activities, the intensity of which has progressively grown over time.

The disposition of uses is depicted in **Figure 4.1**, and described by precinct in more detail below.

4.2 PRECINCT 1 - CORE

The inner core precinct of the Study Area predominantly contains pedestrian-based retail and business/commercial landuses. The majority of the pedestrian-based retail uses focus upon the intersection of Oxford Street and Newcastle Street.

Precinct 1 also contains large areas of public carparking that support the retail and commercial uses.

The key commercial activities include the Luna Cinema, the Leederville Hotel and the Leederville Post Office.

Precinct 1 also contains a small park at the intersection of Oxford Street and Aberdeen Street (photograph below).



4.3 PRECINCT 2 - ABERDEEN

Precinct 2 is characterised by business and commercial landuses. The area between Newcastle Street and Aberdeen Street contains several office buildings, with the main building being the Water Corporation Centre. This area also contains large areas of carparking associated with the various offices.



The northern side of Newcastle Street, within Precinct 2, contains a variety of business/commercial activities, including offices and vehicle repair outlets. Car based commercial uses are found in the form of hire car premises.

Two areas of parkland are located within Precinct 2, adjacent to the Water Corporation Centre, at the intersection of Aberdeen Street/Frame Court and Newcastle Street/Loftus Street.



4.4 PRECINCT 3 - CARR

Precinct 3 contains a range of low and medium density residential development between Vincent Street and Carr Street, and also toward the eastern end of Carr Street, on the southern side.

The southern side of Carr Street also contains some business/commercial landuse, which has been developed within the residential fabric.

4.5 PRECINCT 4 - VINCENT

Precinct 4 is characterised by the following community facilities:

- Town of Vincent Council Offices;
- Leederville Oval Sporting Facility;
- Loftus Recreation Centre;
- Childcare Centres on Richmond Street and Vincent Street.

Low density residential landuse is also located within Precinct 4, on the northern side of Richmond Street. Significant areas of carparking are found along Richmond Street and Loftus Street, which support the various community facilities.

4.6 PRECINCT 5 - RICHMOND

The Leederville Campus of Central TAFE and the offices of the Education Department's Distant Education Facility are the main landuses within Precinct 5. The TAFE complex has a large frontage to the southern side of Richmond Street and also to Oxford Street, with the Education Department offices having a significant frontage to Oxford Street.



Precinct 5 also contains a variety of low and medium density housing along the northern side of Richmond Street.

4.7 PRECINCT 6 - OXFORD

The landuses along Precinct 6 focus on Oxford Street. Large medium density developments occur south of Melrose Street, on the western side of Oxford Street, in conjunction with two low density residential dwellings.

The western side of Oxford Street, from Melrose Street to Bourke Street, contains a variety of pedestrian based retail and business/commercial landuses, with the pedestrian based retail essentially located between Richmond Street and Bruce Street. The eastern side of Oxford Street between Richmond Street and Bourke Street contains commercial uses in the form of the Police Station and the Ethnic Community Centre. This area also contains some business/commercial landuse in the form of offices and a pedestrian based retail outlet. The central portion of this area contains car based commercial, in the form of vehicles sales premises and accessories sales.



4.8 PRECINCT 7 - MELROSE

Precinct 7 is characterised by low and medium density residential development, with the medium density residential being predominantly located closer to Oxford Street.



An industrial landuse is situated on the northern side of Richmond Street, consisting of a textile dyeing facility. A recreation area, in the form of private tennis courts, is situated at the western end of Richmond Street. The Precinct also contains a large area of closed road opposite the tennis courts, between Richmond Street and Melrose Street.

4.9 PRECINCT 8 - FREEWAY

Precinct 8 consists of the Mitchell Freeway reservation and the North West Corridor Rail Line, which includes the Leederville Railway Station.



5.0 LAND OWNERSHIP

5.1 GENERAL

The majority of landowners within the study area are represented by several hundred individuals, predominantly within residential areas. Water Corporation, the Town of Vincent and Leederville TAFE are the 3 main non-residential landowners within the area.

The presence of the three major landowners represents any opportunity for co-ordinated implementation of some of the key study recommendations

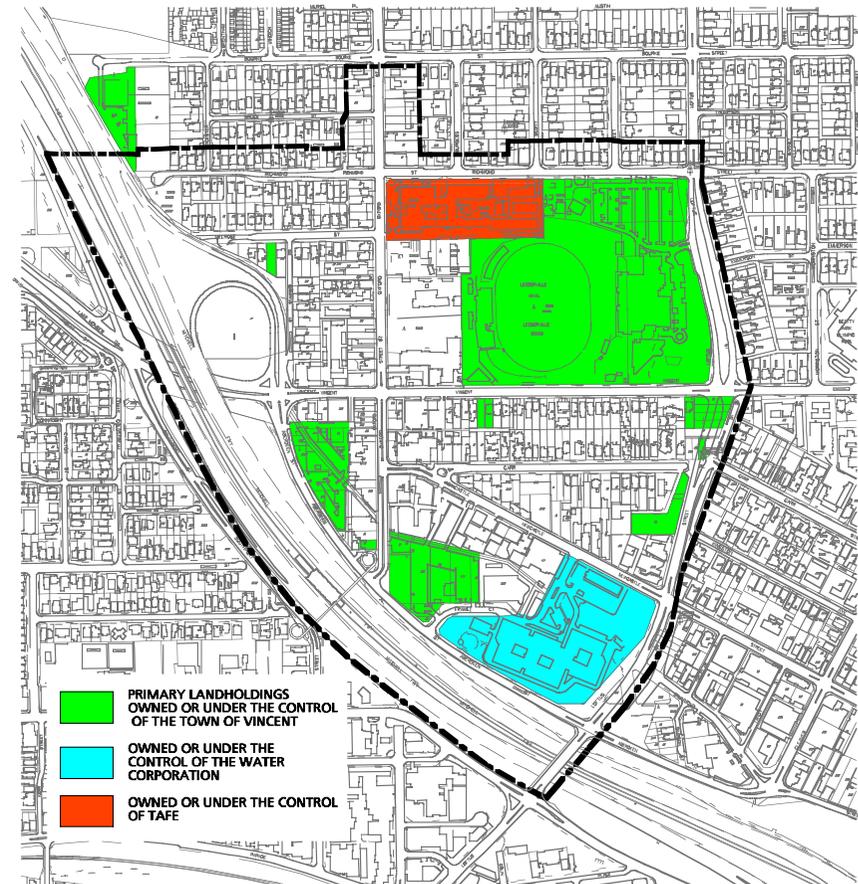


FIGURE 5.1 MAJOR LANDOWNERS

6.0 MOVEMENT

6.1 RAIL

The Leederville Train Station is the first station on the northern railway line (running between Perth-Currabine) and represents a 4 minute trip to the Perth Central Station.

Train services are available at least every 15 minutes in either direction between the hours of 6:30am and 5:30pm every Monday to Friday.

The station can be accessed by pedestrians via an elevated footbridge which has access points either side of the Mitchell Freeway.

“Park n ride” and “kiss n ride” facilities are not available at the Leederville Train Station.

The station is not manned due to its relative size, nor does it have security surveillance. Westrail are frequently reviewing this and over time most stations will be upgraded to include security surveillance.

6.2 BUS

Two bus routes directly traverse the study area with another 4 routes traversing the eastern boundary of the study area along Loftus Street. None of the bus routes provide a service to the Leederville Train Station.

The bus routes are defined as follows and shown in **Figure 6.1**:

- Route 401: is a direct and frequent route (every 20 minutes) between the Stirling Train Station and Perth travelling via Wembley. Route 401 follows the Vincent Street alignment, east-west through the centre of the Study area. A number of patrons in adjacent suburbs utilise this service to gain access to the Stirling Train Station and the Perth CBD.
- Route 15: is a direct and frequent route (every 12 minutes) which traverses Newcastle and Oxford Streets through the centre of the study area. This route principally provides Glendalough patrons a direct route into the Perth CBD.

- Routes 402, 276, 277 and 278: all of these routes traverse Loftus street along the eastern boundary of the study area, between Scarborough Beach Road and Carr Street. Patrons within the Study area could utilise this service to access the Perth CBD.

Table 6.1 Bus Routes and Daily Frequency of Trips in and out of the Core Study Area

Bus Route Stirling	From	To	Total Per Day
401	13	14	27
Bus Route Glendalough	From	To	Total Per Day
15	34 (+ 3 that depart from Leederville TAFE)	36	73
ALL Routes			100

6.3 TRAFFIC

Figure 6.2 shows current daily traffic volumes on the major roads in the study area. The most heavily trafficked routes are Vincent and Loftus Streets, which both connect to Freeway interchanges and continue as major collector routes beyond the limits of the study precinct. The effect of these two arterial roads combined the Mitchell Freeway is to provide a strong system of circulatory routes which largely protect the roads within the triangle from through traffic. It can be expected that the great majority of drivers using streets within do so to reach destinations in the area.

Oxford Street to the north and Newcastle Street to the east perform a secondary feeder role leading traffic to and from the study precinct and the two Freeway interchanges on its boundary.

The present level of traffic congestion within the precinct is not excessive. Some traffic queuing occurs at the intersections of Vincent Street with Oxford and Loftus Streets and some delays occur at the Freeway interchanges.

In the event that activity within the central precinct increases with time, it may be appropriate to consider means of excluding internally circulating traffic by providing access to parking from the peripheral arterial roads.

6.4 IMPACT OF FUTURE ROAD DEVELOPMENTS

Two major changes to regional roads close to the study area have recently been completed. These are the upgrading of the interchange of Thomas and Loftus Streets with Mitchell Freeway and the construction of the Graham Farmer Freeway.

MRWA modelling prior to completion shows some significantly increased traffic volumes in Thomas and Loftus Streets. These two roads provide direct access to the Graham Farmer Freeway through the upgraded interchange and therefore offer significant savings to traffic having a need to travel to the eastern part of the City and beyond. The effects predicted within the area are to a degree inconsistent with logical expectations reflecting the limitations of the modelling technique for predictions on a fine scale. However the general inference that the new Freeway will have only a limited effect within the precinct is supported by logical deduction.

The model predicts small increases in traffic using Oxford Street north of Vincent Street with the increase taking either Vincent or Newcastle Street rather than continuing to Aberdeen Street. The small level of increase offers some reassurance that Oxford Street will not become a major feeder to Graham Farmer Freeway. This is consistent with relatively more attractive routes being available on the Freeway or Loftus Street.

The modelling based upon the year 2001 representing approximately the opening of the new facilities and 2021 indicating future growth. The most significant changes predicted arise from increased activity within the precinct itself. The outcome in this regard will be dependent upon the development of the precinct as guided by this study.

Actual post-opening modelling is not yet available.

6.5 PARKING

Parking provision is currently guided within the Town of Vincent by Council's draft Planning and Building Services Section Policy Manual.

In July 1996, BSD Consultants on behalf of the Town of Vincent produced the Public Car Park Feasibility Study-Final Report. The objective of the study was "to examine the existing parking supply and demand, time restrictions and locations, and to make recommendations to improve the existing parking situation for the community as a whole. The study was also required to determine the extent of additional parking requirements associated with future development within the study area".

For the purposes of this study, it should be noted that the Car Parking Feasibility Study also included Bourke, Galwey, Leicester, Burgess, Scott, and Fleet Streets, all currently outside of this Study.

A summary of the on-street parking allocations within the BSD Study have been provided overleaf:

Table 6.2 Summary of the 1996 BSD Parking Feasibility Study for On-Street parking

Time Restriction	Number of bays
No time restriction	408 bays
2 hour restriction	184 bays
1 hour restriction	172 bays
30 minute restriction	10 bays
15 minute restriction	11 bays
10 minute restriction	2 bays
Loading zones	2 bays
Total	800

- parking bays with no time restriction occupied approximately half of all on-street parking bays within the area
- most parking bays with time restrictions of less than 1 hour were located on Oxford Street or adjacent Streets very close to Oxford street
- Most taxi bays, bus zones, loading zones and clearways are located on or close to Oxford Street.

A summary of the Off-Street parking facilities identified within the BSD Study have been outlined below:

Table 6.3 Summary of the 1996 BSD Parking Feasibility Study for Off-Street Parking

Tenure	Location	No. Bays
Council owned:	The Avenue Car Park	232 bays
	Frame Court Car Park	262 bays
Commercial Properties & Offices		1,286 bays
Other		703 bays
Total	(Includes 14 disabled)	2,483 bays

Amongst other things, the BSD Study made the following recommendations with respect to Parking within the Study area:

Short Term

- Modification of existing time restrictions
- Improvements to enforcement of restrictions
- Lighting and security
- Promotion of public transport i.e. train

Long Term

- Multi-storey off street parking (either above, below ground or a combination of both) i.e The Avenue and Frame Court Car Parks
- Surface level off-street parking
- On-street parking

6.6 CYCLIST MOVEMENT

The precinct is affected by two strategic bicycle plans, being the Perth Bicycle Network Plan (1996) and the Town of Vincent Local Bicycle Network Plan (1998).

Whilst the Perth Bicycle Network Plan has a number of regional objectives, including improved bicycle access along the Mitchell Freeway reserve and a proposed spot improvement to compliment the Vincent Street upgrade, the Town of Vincent's Local Bicycle Network Plan looks at the provision and accessibility of the city's bicycle infrastructure.

As outlined in the Perth Bicycle Network Plan, plans are being considered to construct an off-road principal shared path that runs on the eastern side of Mitchell Freeway reserve from Powis Street into Fitzgerald Street. The plans include a spot improvement at the intersection of Vincent Street and the Mitchell Freeway to correlate the upgrade that is taking place at Vincent Street. The Plan also includes a proposed on-road bicycle route running down Scott Street to intersect with Vincent Street.

The Town of Vincent Local Bicycle Network Plan has outlined a dual use pathway running parallel to the Mitchell Freeway, which deviates from the freeway at the Vincent Street exit and then reforms to run parallel with the freeway.

Within the study area the Town of Vincent has listed Carr Place and Richmond Street as high priority local bicycle routes. The bicycle route at Carr Place is to service Leederville shopping area and the commercial area on William Street. The Richmond Street Route will provide direct access to the dual-use path running parallel to the Mitchell Freeway. There will be some major destinations serviced by the route. Some of the destinations include Leederville shopping area and the Town of Vincent Administration Centre.

6.7 PEDESTRIAN MOVEMENT

6.7.1. S.A.F.E. Assessment

Analysis of opportunities and constraints confronting pedestrian movement within the Study Area was carried out using two specific techniques:

- conduct of a S.A.F.E. analysis, and
- conduct of a Ped-Shed Analysis.

The S.A.F.E. analysis ("Safe, Attractive, Friendly, Efficient") is a technique developed by E.S.D. (Ecologically Sustainable Design; Kaufman/Morris) and currently being refined by the Ministry for Planning.

The S.A.F.E. analysis examines the qualities of pedestrian routes to determine their acceptability as safe, pleasant and direct links to destinations. The technique assesses publicly accessible routes against fifteen (15) criteria, being:

- passive surveillance from buildings,
- good footpath design,
- traffic safety,
- parked cars as a buffer between pedestrians and traffic,
- vibrant destinations,
- sheltered footpaths,
- good pedestrian amenity,
- inviting street qualities,
- shade trees and shelter points,
- no isolated points ('nooks' that conceal possible perpetrators),
- no isolated walking environments (remote from surveillance or activity),

- directness of routes to destinations,
- interconnectedness of the street network,
- street design encourages slow or managed traffic flow, and
- availability of transit (bus or rail).

Streets or pedestrian accessways are ranked either 'good', 'medium' or 'poor' reflecting the extent to which they satisfy the above requirements.

The results of the assessment are illustrated in **Figure 6.6**.

The assessment generally identifies most of the streets within the study area qualifying as 'good' under the S.A.F.E. criteria.

The key exceptions are some of the peripheral routes at the edge of the study area (such as Aberdeen and Loftus Streets), Frame Court, and portions of Vincent, Bruce, Stamford and Newcastle Streets and Carr Place, mainly due to poor performance regarding criteria relating to surveillance and amenity. Notably, some of these represent critical links to the railway station, to the Oxford Street core area, and to West Leederville.

A number of small links rated as 'poor' under the analysis, principally being alleys or laneways. Again it is noted that some of these represent critical links such as the alleys between the Aberdeen Street (west) public carpark and Vincent/Oxford Streets.

The poor performance of these links principally related to inadequate surveillance, poor amenity, lack of shelter and the presence of isolated points.

It is appropriate that these critical linkages be improved through a variety of upgrading and urban design initiatives.

6.7.2. Walkable Catchment Analysis

A walkable catchment (referred to as "ped shed") analysis was undertaken for the 5 and 10 minute walkable limits for the Leederville Train Station. All streets within the study area were examined for connectivity as well as safety (ie surveillance, lighting, path condition) and time delay considerations (eg road crossings).

A ped-shed analysis is a technique for comparative evaluation of pedestrian movement through an urban area in order to get to and from a centre or as in this case a major transport node (Leederville Station). These maps are "best estimates" of walkability. The key aim of the station ped-shed is to identify the gross area of landuses that would generate regular pedestrian traffic to the train station. These landuses include residential, business/commercial, retail and community facilities.

On this basis the Western Australian Planning Commission recommends that at least 60% (gross) of the land area within the respective 400m and 800m radii should be within a 5 minute and 10 minute walk (ie actual 400 and 800 metres). In this instance, the efficiency of the ped-shed is already diminished by the extent of land consumed by the freeway reserve.

A ped-shed plan was produced for the study area highlighting which areas are within 5 minutes and 10 minutes walk of the Leederville Train Station, within the catchment that has relevance to the Study Area.

As **Figure 6.5** depicts, approximately 21% of land within the subject catchment area is within 5 minutes walking distance of the station. Similarly, only 33% of the subject catchment area is within 10 minutes walking distances from the station. The current network therefore fails to meet the WAPC's requirements.

Carparks have been included in the ped-shed calculation as they are associated directly with the surrounding landuses. Areas of useable open space and recreation are excluded from the calculation. The calculation also takes into account the practical issues of walking to the station, which include:

- A distance of 150m from the centre of the overpass bridge to ground level at Oxford Street;
- Areas where no paths exist; and
- Time delays in crossing major roads such as Loftus Street and the intersection of Aberdeen Street and Vincent Street.

As illustrated on the ped-shed plan, the area of land safely accessible to pedestrians is limited due to safe walking environments only being available along the streets.

Whilst people do walk through carparks during the day, the lack of passive surveillance at night creates an environment that does not encourage pedestrian movement.

The 800m ped-shed is significantly reduced by the area consumed by Leederville Oval and the time delay caused by crossing busy Loftus Street at only key intersections.

The crossing delay has been substantially worsened by the recent upgrading/widening of Loftus Street by MRWA.

Access to the station is assisted by the direct alignment of Oxford Street and Aberdeen Street towards the Station. The ped-shed could be significantly improved by a safe pedestrian route at 90° to Oxford Street, linking from adjacent to the overpass bridge to Newcastle Street.

7.0 SERVICES

There are major trunk services through the precinct as shown on restraints mapping and reticulated services are established to all developed property. For the most part street enhancement works are unlikely to impinge significantly upon any of these services provided above ground plant is treated as a constraint to enhancement works.

7.1 DRAINAGE

Apart from local street drainage, the Mounts Bay Main Drain traverses the Study area generally from Loftus Street, through the Water Corporation's landholding, parallel with Newcastle Street, across Oxford Street, then northwards parallel to Aberdeen Street and the Freeway. This section of the drain is closed and piped

7.2 SEWERAGE

Sewerage reticulation is available throughout the study area. It should be noted that existing sewers and associated easements traverse residential and commercial allotments. Where the positions of these sewers may conflict with long term planning or building proposals, detailed design will need to consider relocation or alternatively, fine tuning of building designs to "work around" such easements.

7.3 TELECOMMUNICATIONS

Telstra services are provided and readily available throughout the study area. It should be noted that where any road reserve closure proposals may need to be considered in the vicinity of Brady Street, such closures and redevelopment may require the realignment of Telstra cabling.

7.4 WESTERN POWER

High voltage aerial distribution is situated in the following road reserves:

Proposals requiring the realignment of existing road reserves may require a relocation in power transmission lines at the detail design stage.

General reticulation of power within the Study area is via overhead lines. Western Power is presently implementing the programme to underground existing overhead lines within the metropolitan region, and will determine its priorities for Glendalough.

7.5 ALINTA GAS

Standard gas services are available throughout the study area.

7.6 GENERAL

The preceding servicing description is cursory only, and intended to establish where and if, possible conflicts between services and future proposals may exist.

In all instances, detailed design and planning for any proposal will need to give close consideration to identifying the precise infrastructure and its location in design.

8.0 POPULATION

8.1 COMMUNITY PROFILE

The population of the Oxford Centre in 1996 was approximately 745 (ABS Community Profile 1996). In undertaking a demographic analysis of the precinct area, the age characteristics, household size and employment distribution has been prioritised. These are summarised below:

- The 25-29 years age group comprised the most significant proportion of the population -20%.
- The 20-24 years age group was also considerably higher than the balance of the population comprising 16% of the total population. This is almost double the Perth Metropolitan Area at 7.8%.
- A significant proportion of the population is comprised within a couple family without children in the 25-34 years age group
- A significant proportion of the population between 15-24 and 25-34 years are group household members, i.e. unrelated individuals living together.

The above trends appear to be linked to housing availability and location; namely large proportion of rental student accommodation, location to City, TAFE and major transit route (i.e. rail)

As the precinct area is within close proximity to the Perth CBD and is serviced by an efficient public transport system, a large proportion of young independents (20-24 and 25-29) have resided in the area. In this context a greater proportion of the local population appear to have a potential reliance on public transport.

8.2 EMPLOYMENT

Accurate comparative employment statistics have not been available for this study. However, it is reasonable to observe and assume that the number of employees working within the study area is commensurate with centres such as Subiaco. The Water Corporation are a major employer within the study area with approximately 1200 staff members employed on-site. These employees are responsible for contributing to the considerable activity within the Oxford Centre (i.e. cafes, restaurants, daily convenience needs etc).

9.0 CHARACTER & FORM

9.1 SPATIAL ANALYSIS

9.1.1. Building Disposition

The arrangement or disposition of buildings within an urban environment may either contribute to or diminish the success of a place.

Figure 9.1 illustrates the general disposition of built form within the study area.

The clear definition of building edges which define public space (primarily streets) is clearly visible in parts of Oxford Street, Newcastle Street and most residential streets.

In other locations, built form is disparate.

Occasionally, the informal and iconic arrangement of buildings is the result of deliberate design intent to inter-relate built form with contextual landscaping (eg, John Tonkin Centre, Town of Vincent offices and chambers).

In other locations, it is the result of planning controls which have dealt with only the rudimentary management of setbacks and site layout, typically implemented on a site by site basis without reference to context.

The result of the latter is a "poverty" of space (or public realm) between the buildings. This in turn gives rise to:

- A poor relationship between buildings themselves,
- Discontinuous pedestrian shelter,
- Unco-ordinated and occasionally illogical pedestrian connectivity between buildings,
- Poor adverse and interaction with pedestrian spaces (buildings often featuring blank walls, and
- Diminished passive surveillance of public space.

This study aims to discourage the latter, unacceptable built form characteristics in favour of traditional, well formed public spaces and streets.

9.1.2. Legibility

Legibility deals with the qualities of built form and layout which provide an individual with a clear understanding of ones surroundings, and easy orientation for movement within one environment (in this case, the streets and spaces of the study area).

Aspects of built form and layout which aid legibility include:

- The definition of thresholds (entrances) to mark entry into a precinct,
- The definition of key nodes and places which form important locations in the precinct,
- The clear distinction of individual corners and nodes so they are pronounced and unique, and
- The clear arrangement of movement routes to provide good orientation.

Although the study area exhibits many qualities which currently give good legibility, numerous deficiencies are evident.

In particular, the following deficiencies are notable:

- Thresholds into the precinct require strengthening,
- The existing park at the intersection of Oxford and Aberdeen Streets has little definition, and is easily missed,
- The railway station and associated footbridge are not visually aligned with Oxford Street and are effectively hidden from view from most locations, and
- "Back lot" movement routes (particularly west of Oxford Street around Aberdeen Street, and east of Oxford Street towards Frame Court and the John Tonkin Centre) are nebulous, disconnected and lack a clear sense of orientation.

On the other hand, the study area exhibits some good urban form elements which configure to legibility. These include:

- Some unique landmarks (TAFE, Lunar Cinemas, Leederville Hotel, the John Tonkin Centre, the Town of Vincent Chambers of Offices and the Railway Station Footbridge Pylon) and,
- A clear gridded road network, particularly north of Carr and Vincent Streets.

The qualities of these attributes should be maintained and built upon.

9.2 BUILT FORM AND ARCHITECTURE

9.2.1. Active Edges

The creation of lively, vibrant and active spaces within streets and squares is reliant on the establishment of an active relationship of buildings to those spaces. Specifically, this means buildings either address the street (such as traditional homes) or they present a "shop front" edge to the street or square.

Most buildings within the study area relate reasonably well to public spaces. The majority of these however are traditional/older buildings (eg, shops and offices along Oxford Street, homes along Melrose, Richmond and Carr Streets).

Other buildings exhibit a poor or inactive relationship with adjacent public space. These include monolithic buildings (such as the Tonkin Centre) or various inverted/minimalist building forms (particularly factories, warehouses and some "contemporary office spaces).

It is desirable that future development and redevelopment endeavours to re-establish an active relationship between buildings and their abutting public spaces in order to strengthen the viability of the town centre as a whole.

9.2.2. Robustness

Robustness refers primarily to the quality of built form and architecture to enjoy multiple uses concurrently or over time.

Many traditional building forms within the study area (particularly shops) are designed and positioned to enable various uses to be conducted internally (eg, retail, office, residential, etc).

Other building forms, particularly those with a poor relationship to public spaces and streets, have limited robustness. Office buildings such as the John Tonkin Centre can not be readily adapted for successful retail (other than internalised shopping mall) or for residential uses.

As the precinct evolves, and landuse needs change, buildings with poor robustness, typically require demolition and rebuilding to accommodate alternative reuse. Buildings with poor robustness are therefore unlikely to survive sufficiently long to positively contribute to the evolving heritage of the area.

9.3 STREETScape

9.3.1. Fences

A critical issues within residential portions of the study area is the increasing presence of high security fences and walls in front of properties.

Apart from diminishing the aesthetic quality of the streetscape, they more importantly pose a security risk to occupants and visitors. Specifically, walls seldom deter serious intruders, and in fact assist break-ins by concealing perpetrators from the passive surveillance of the street. They also limit the opportunity for the "neighbourhood watch" type surveillance amongst neighbours.

Permeable/transparent fencing in front of the building line is desirable where it may be required along the street.

Where walls may be constructed for the purpose of noise attenuation along busy streets, it is arguably cheaper and more effective to achieve the same result by double glazing windows facing the road.

9.3.2. Street Trees

Most residential streets within the study area exhibit tree planting (refer **Figure 9.3**).

Of these, most make a positive contribution to providing shade, shelter, amenity and a degree of visual enclosure necessary to "confine and calm" traffic.

Other streets do not. These include:

- Melrose Street,
- Oxford Street (north),
- Portions of Vincent Street, and
- Portions of Newcastle Street.

These streets either lack tree planting altogether in some locations, or contain species with limited capability to provide shade, shelter and enclosure (eg, Callistemon - Bottlebrush, Melaleuca - Tea Tree).

The study recognises these deficiencies, as well as opportunities to enhance the streetscape quality of residential and commercial streets.

10.0 STATUTORY CONTEXT

10.1 METROPOLITAN REGION SCHEME

The Study area is generally zoned 'Urban' under the Metropolitan Region Scheme except for:

- A CAH Reservation over the Mitchell Freeway/Northern Suburbs Railway and associated infrastructure,
- IRR Reservations over Vincent and Thomas Streets,
- A Restricted Public Access Reserve over the Leederville Oval, and
- A Public Purposes Reserve (Technical School) over the Leederville TAFE.

Development Applications made to Council on land abutting the above Reserves must be referred to the WAPC for determination.

The MRS under Clause 32 may be used to define precincts within which the Local Authority is required to refer Development Applications to the WAPC for determination. Such Clause 32 areas may, for example, be applied to railway station precincts to ensure referral to the WAPC for determination in compliance with its Policy DC1.6.

No Clause 32 precinct however, has been gazetted over the study area.

The Metropolitan Region Scheme Act also provides mechanisms to apply binding controls to development. Part IVA-(Planning Control Areas) of the MRTPS Act (as amended) enables the declaration of Planning Control Areas, which can provide a binding tool for administering specific planning controls (again, related to the railway precinct). A Planning Control Area may be applied under the Act to matters listed within its Schedule No 2, which includes railways, carparks, highways and Important Regional Roads and 'special uses'.

Gazettal of a Clause 32 area or a Planning Control Area may be further considered by Council as a useful mechanism in securing

further support and strength in administering Development Control requirements within the study area.

10.2 TOWN PLANNING SCHEME NO. 1

Land use and development within the Town of Vincent is generally controlled by Council's Town Planning Scheme.

Key zoning characteristics within the study area are:

Precinct 1 is generally zoned "District Centre".

Precinct 2 is generally zoned "Commercial" and "Residential R80".

Precinct 3 is generally zoned "Residential R80".

Precinct 4 is generally reserved for "Parks and Recreation Reserve".

Precinct 5 is generally reserved for "Public Purposes - Primary and Technical School".

Precinct 6 is generally zoned "Residential R80" and "Commercial".

Precinct 7 is generally zoned "Residential R60 and R80".

The Town of Vincent has prepared a draft Policy Manual containing policies to be used as a working manual to assist in the preparation of planning and building applications and to provide Council with a framework within which to consider applications.

Some of these policies include:

- Residential design guidelines
- Heritage
- Parking and access.

10.3 POLICIES (METRO CENTRES)

Although various policies prepared, adopted and administered by the WAPC have broader relevance to the study area, the two most relevant and significant are:

- Policy DC1.6 (Development Near Railway Stations), and

- Metropolitan Centres (May 1999 - Draft).

Policy DC1.6 - 'Development Near Railway Stations' applies to all land within the Metropolitan Region situated within 800 metres of a railway station. It contains six main policy measures:

- the encouragement of high intensity landuses within station precincts (favouring medium and high density residential, retail and office uses, whilst discouraging low intensity uses such as showrooms, industry and warehousing),
- the discouragement of residential development at densities lower than R40,
- the encouragement of high intensity commercial development,
- the prioritisation of infrastructure provision within station precincts,
- the encouragement of 'community facilities' such as bicycle and pedestrian links to the station, park and ride facilities and recreation facilities, and
- the encouragement of landscaping and noise attenuation measures.

The Metropolitan Centres Policy Statement for the Perth Metropolitan Region is currently in draft form. Once adopted, it will supersede the Metropolitan Centres Policy (1991). Key implications of the new policy to the Oxford Centre will be:

- the Oxford Centre (Leederville) is designated as a District Centre with 14,700m² NLA floorspace as at 1998 (shop/retail floorspace as per PLUC 5, WASLUC),
- the Oxford Centre is a traditional 'Main Street' centre, for which the Policy promotes a mix of uses including retail, office, employment, residential, community, local open space and recreational facilities, and be highly accessible by pedestrians and cyclists, and be properly serviced by public transport,
- that Council may approve an expansion of up to 1,000 m² NLA (and up to 2,500 m² in a calendar year) without referral to the WAPC, and

- however that being classified as a District Centre, expansion of the Oxford Centre beyond 15,000 m² NLA will not be permitted unless it is consistent with a Local Commercial Strategy. Such application will be determined by the WAPC.

The draft Policy is expected to be adopted by the WAPC in 2000.

11.0 COMMUNITY CONSULTATION

The community consultation strategy for the Oxford Centre Urban Design Study involved two phases of contact as outlined below:

- a questionnaire distributed to all landowners businesses and residents within the study area (an advertisement was also placed in the local newspaper inviting input); and
- a design workshop

11.1 QUESTIONNAIRE OUTCOME

Of a total of 990 questionnaires distributed a total of 65 responses were received and the key outcomes in the context of design themes and elements and the results of responses to each question have been summarised below. A comprehensive report is enclosed in **Appendix 3**.

Almost half of the people who participated in this survey were residents, most of whom resided within the study area, while others lived in surrounding areas such as Mt Hawthorn and North Perth. Just over 20% of the respondents were landowners, 12.3% business operators and 8.6% workers. Other respondents included visitors to the area or residents from outside the Town of Vincent.

Key issues raised during this process included traffic, parking, improved amenity- for pedestrians, cyclists, beautification, Identity, land use conflicts, safety and security.

Almost 20% of respondents identified traffic as one of the worst things about living in the Study area in terms of congestion, speed and danger to pedestrians. The difficulty this poses for elderly people, children people with disabilities and those with prams was highlighted by a number of respondents. Parking was considered the second worst thing about the study area, mainly because of the lack of it, residents and business sharing this concern.

Clearly the best features of the Study area identified by the respondents were the cafes, restaurants and the cinema, followed by the location, convenience and accessibility of the area. A significant number of the respondents also identified the atmosphere as a

positive aspect, commonly using 'cosmopolitan' and 'village' to describe atmosphere.

The two most significant Landmark buildings identified were the old Leederville Post Office and the Oxford Theatre followed by the Leederville Hotel. However concern was also raised about the perceived destruction of the heritage value of the latter two buildings. The Leederville Oval is also a popular landmark with comments often highlighting the need to retain this area as a community park with strong objection to any prospect of major sporting or entertainment events being held there.

Almost 60% of the respondents felt that the character and architecture of the area has changed in recent years, with 46% believing this change has been positive and a further 36% perceiving some positive and some negative changes. 15% believed this change to be mostly negative.

The respondents identified the following issues as needing to occur to make people and businesses stay longer in the area:

- Cater for all ages – (21% of the population is 50 years and over)
- Reducing traffic and
- improving appearance of the area
- improving safety and security

11.2 WORKSHOP OUTCOMES

Subsequent to the Community Consultation Process a Design Workshop was held to assist in the formulation of concepts and design ideas, utilising the communities knowledge and objectives for the area. The workshop was an open invitation to the community as well as major stakeholders within the study area and included representation by Council Officers, Councillors and the Study Team held on Saturday 23rd October 1999 at the Town of Vincent Administration Centre.

The Workshop was well attended, the attendance register is contained within **Appendix 4**.

The primary aim of the workshop was to provide an opportunity for local community members and stakeholders to examine and illustrate

the key elements pertinent to the outcomes of the Oxford Centre Urban Design Study.

Whilst the Study Area was divided into three precincts to enable participants to focus on key areas of interest, the group's tended to focus on the Oxford Precinct comprising the area around the intersection of Oxford and Newcastle Streets. Many of the groups also made recommendations with respect to other areas throughout the study area.

The results of the workshop for the various Precincts are contained within **Appendix 4**.

12.0 SUMMARY OF KEY CONSIDERATIONS

12.1 GENERAL

The preceding examination has given rise to a number of complex issues to be addressed when formulating a concept plan for the Oxford Centre.

A summary of key issues is set out below.

12.2 LAND USE ISSUES

The following key land use issues are evident within the study area:

- i) The success of the retail/commercial portions of the Oxford Centre are reliant on the presence of major employment and employment generators. The presence of these should be maintained and their growth encouraged.
- ii) There is a community desire to discourage the encroachment of commercial uses into residential precincts.
- iii) There is a prevailing desire to facilitate the upgrading and improvement to the quality of commercial uses and facilities within the study area.
- iv) From a viewpoint of good planning, it is desirable to intensify uses (commercial and residential) closest to the station and within the core.
- v) Some mixing of residential uses within the commercial precincts is acceptable, but their relationship with incompatible uses (such as nightclubs) should be carefully managed.

12.3 MOVEMENT

The following key movement issues are evident within the study area:

- i) The use of local streets (commercial and residential alike) by unrelated through traffic should be discouraged.

- ii) The circulation and legibility of the movement network should be improved.
- iii) The direct walkability characteristics of the study area should be improved.
- iv) Personal safety of pedestrians is as important as traffic safety. The plan should promote safer (night and day) public spaces for pedestrians.
- v) Convenient parking within the study area should be maintained.
- vi) A mall or semi-mall within Oxford Street should be contemplated.
- vii) Pedestrian accessibility to the railway station should be improved.
- viii) Improved opportunities should be provided for bus, rail and taxi integration within the study area.

12.4 BUILT FORM

The following key built form issues are evident within the study area:

- i) The qualities of traditional (main street) built form within the study area are highly desirable.
- ii) The disparate building distribution of buildings in some locations within the study area are seen to directly impoverish pedestrian spaces adjacent thereto.
- iii) Thresholds, nodes and landmarks within the study area require improved emphasis.
- iv) Active building edges to streets are poor in many places.
- v) Active residential edges to streets are frequently disrupted by the presence of full height (1.8m) fences and wall which alienate buildings from their street and encourage crime.

- vi) The heritage and cultural qualities of built form within the study area should be conserved and promoted.
- vii) A mixture of modern built form within the study area should not be discouraged, but sensitive design to respect heritage context should be promoted.

12.5 PUBLIC SPACES

The following key public space issues are evident in the study area:

- i) Cultural heritage within the study area requires recognition.
- ii) The existing park at the southern end of Oxford Street is badly laid out and has a poor relationship with the town centre.
- iii) The civic space available at the intersection of Newcastle and Carr Streets is ill defined and presents an opportunity for enhancement.
- iv) Street scaping requires improvement generally. The promotion of substantial street trees to provide adequate shade, shelter and amenity should be pursued.
- v) The upgrading of streets and sidewalks as vibrant public spaces should be promoted.
- vi) Particular emphasis of thresholds as unique places defining the edges of Oxford Centre should be considered.

13.0 THE OXFORD CENTRE PLAN

13.1 GENERAL

The various recommendations forming the Oxford Centre plan are described in detail in subsequent chapters. A succinct overview is provided hereunder. The plan highlighting key recommendations for core areas is shown in **Figure 13.1**.

13.2 LANDUSE PRINCIPLES

The following land use principles are embodied in the study recommendations:

- i) A zoning and land use strategy is proposed which supports and encourages the growth of employment generating businesses within the study area.
- ii) The integrity of existing land use and current zonings is generally maintained. With the exception of a small portion of Oxford Street (north) commercial encroachment into residential areas is strongly discouraged.
- iii) The combined affect of land use controls, design guidelines and public works is intended to provide for the upgrading and enhancement of "run down" commercial activity.
- iv) The proposed zoning and guidelines is intended to promote intensification of landuses in closest proximity to the railway station.
- v) Proposed zoning modifications aim to encourage mixed use residential within the core, but seek to carefully manage the inter-relationship of such uses with non compatible containment uses such as nightclubs.

13.3 MOVEMENT PRINCIPLES

The following movement principles are embodied in the study recommendations:

- i) The plan recommends the discouragement of through traffic, commercial and residential streets but other than Vincent, Loftus and Aberdeen Streets (through traffic calming and intersection management measures).
- ii) The plan establishes an improved road network to facilitate better circulation for traffic and pedestrians.
- iii) The personal safety of pedestrians is intended to be improved by eliminating or reducing the necessity to use a backlot" areas, alleys or lanes for night and day pedestrian access, instead focussing pedestrian movement in safety design sidewalk environments on active streets.
- iv) The plan accommodates a mix of on-street and off-street parking. In particular, off-street parking is recommended to be ultimately supplemented by the development of decked carparking stations.
- v) A "semi-mall" concept for Oxford Street (south) is promoted by the use of mixed paving design and integration with a town square at its southern end. Traffic is still retained.
- vi) Pedestrian accessibility to the rail station is improved by enhancing the directness of walking routes.
- vii) Pedestrian accessibility to the railway station is recommended to be further improved by a footbridge extension.
- viii) The plan enables opportunities for buses and taxis to be integrated with rail.

13.4 BUILT FORM PRINCIPLES

The following built form principles are embodied in the study recommendations:

- i) Traditional "main street" forms of building design within the commercial areas are promoted.

- ii) The fractured and impoverished effect on public space caused by disparate building form is recommended to be remedied over time by encouraging new development or redevelopment to be designed on traditional "main street" design principles.
- iii) Thresholds and nodes within the study area are recommended to be emphasised by new or upgraded built form.
- iv) The use of design guidelines is recommended to remedy the effect of blank building edges to streets by encouraging active built form enfronting street space upon redevelopment.
- v) Design guidelines are included which "interalia" direct all residential street fencing to be transparent.
- vi) The retention of heritage form of both commercial and residential development is promoted within design guidelines.
- vii) Contemporary architectural design is also encouraged, provided it is executed in a manner sensitive to any heritage context.
- v) The study recommends the repaving of various portions of Oxford Street, Newcastle Street, Vincent Street and the "new streets" together with the installation of further street furniture and enlivening of public art.
- vi) Thresholds into the study area are recommended to be further enhanced by the uses of public art and landscaping./

13.5 PUBLIC SPACES DESIGN PRINCIPLES

The following public spaces design principles are embodied in the study recommendations:

- i) The cultural heritage of the study area should be promoted in the conduct of community art projects expressed as public art in public places.
- ii) The study recommends the revitalisation of existing parks at the southern of Oxford Street as a "town square" enfronted by active buildings on three sides.
- iii) The intersection of Newcastle at Carr Street is recommended to be rationalised, releasing space for civic uses (eg, urban landscaping, water feature or similar).
- iv) Streetscaping within commercial and residential streets alike is recommended to be upgraded. The use of large, sometime deciduous trees is promoted.

14.0 LANDUSE AND ZONING PROPOSALS

14.1 GENERAL

It is recommended that the integrity of existing land use is maintained, and issues of considerable concern to the community such as the encroachment of commercial uses into residential streets is controlled. For this reason, the study makes no recommendation for major changes in zoning, other than their consolidation on commercial zoning on allotments enfronting the western side of Oxford Street between Vincent and Melrose Streets.

Furthermore, this study also recommends that the majority of Precinct 2 be brought into the same commercial zoning as Precinct 1 in order to foster quality redevelopment and encourage the attraction of further employment generating businesses.

15.0 PROPOSED MOVEMENT SYSTEM

15.1 PRINCIPLES

The key principles underlying the proposed movement system initiatives recommended in this study are summarised in Chapter 13.0.

This chapter (15.0) described specific proposals, which are based on those principles.

15.2 ROADS (COMMERCIAL PRECINCT)

15.2.1. Oxford Street

North of Vincent Street, Oxford Street performs a District Movement function, and can not be readily compromised by inappropriate traffic calming measures, eg narrowing, interference with parking lanes, etc.

For this reason, this study recommends only upgrading works to improve the definition between Oxford Street and Vincent Streets as part of Town Centre Precinct. Such recommended works comprise:

- resurfacing this section of street with red oxide asphalt;
- the installation of plateau bands to slow traffic, provide better defined pedestrian crossing locations, and help define the extend of the precinct.

South of Vincent Street, Oxford Street performs a local, town centre function and the volume, speed and behaviour of traffic should be moderated. Accordingly, the section of Oxford Street between Vincent and Aberdeen Streets is recommended to be modified by:

- Narrowing the trafficable carriageway to one lane each direction;
- Widening a "sidewalk" accordingly, and constructing the new kerbline to a roll-over of flush;
- Designing sidewalk paving to alternatively allow parking thereon (similar to Marine Terrace, Geraldton) but defining the distinction between parking and pedestrian spaces within the sidewalk by the use of colour differences and the positing of bollards as a barrier;
- The installation of plateau bans across the trafficable carriageway to slow traffic and provide defined pedestrian crossing points.

The shared sidewalk concept (referred to in (iii)) is intended to provide maximum flexibility, enabling adaptation to the prevailing civic and commercial needs at any given time. It is recommended that typically all on-street parking be retained (but that it occur on the "shared sidewalk" separated from the dedicated pedestrian sidewalk area by bollards and defined by differences in paving colour (as and when particular commercial uses may require the use of additional sidewalk area eg for alfresco dining) then subject to lease arrangement with the Town of Vincent, the carparking spaces on the "shared sidewalk" can be extinguished by the relocation of bollards (ie, rebolting) to the new kerbline position thereby excluding vehicular access to the whole of the sidewalk area in the location, and freeing it up for pedestrian use. The arrangement can also be reversed, carparking spaces can be reinstated (if Council sees fit).

The above initiatives are intended to physically slow traffic, and create a perceptually tighter driving environment, thereby discouraging shortcutting, and promoting more cautious and improved driver behaviour (Refer Figures 15.1 and 15.2).

It is also recommended that a Town Square be created at the southern end of Oxford Street, at it intersection with Aberdeen Street.

The Town Square is to be constructed partly within the existing Oxford Street Road reserve, and partly within the existing Parks Reserve. The concept proposes the establishment of a one-way system(with on street parking) around the Town Square. This is intended to:

- Minimise the physical impact of a trafficable roadway be reducing its width to one lane only,
- Provide direct access, parking exposure and surveillance to all edges of the Town Square (thereby enlivening its edges, improving its Commercial viability and success, and avoiding un surveilled and dangerous pedestrian space).
- Further discouraging shortcutting southwards through Oxford Street to Aberdeen Street by establishing a more securitous path, and

- Enabling a footbridge extension from the existing rail footbridge to cross a shorter span (only single lane Oxford Street north), concurrently enabling the structure to be positioned in line with the south bound access of Oxford Street, bringing the rail bridge entry into clear visible sight of all Oxford Centre visitors (Refer **Figure 15.3**).

The Oxford Street treatments also recommend the deduction of the fillet radius of its intersection with Newcastle Street, thereby forcing slower traffic speeds around the corner, and discouraging heavy vehicles to use the route.

15.2.2. Vincent Street

No substantial change to the design or geometry of Vincent Street is recommended due to its role in the District Road hierarchy.

Notwithstanding, the study recommends that Vincent Street between Aberdeen Street and Loftus Street should be repaved with red asphalt to clearly define the presence of the Town Centre precinct.

Other initiatives to further define entrances to the Town Centre precinct (ie public art) are further described in Chapter 17.0.

15.2.3. Newcastle Street

The Study recommends the calming of Newcastle Street in order to slow prevailing vehicles speeds, and discourage unrelated through traffic.

Specifically, the study recommends:

- The resurfacing of parking lanes with red asphalt to visually narrow the remaining through lanes,
- The installation of tree planting islands or embayments within parking lanes to further emphasise the narrowed and confined traffic environment and adding the friction to help slow traffic speeds,
- The installation of street trees within tree planting islands (notionally London Planes) to further enclose the visual environment (as well as improve the pedestrian environment) further encouraging the slowing of traffic, and

- The repaving of sidewalks and introduction of street furniture to create a greater sense of Newcastle Street being a mixed traffic and pedestrian environment.

The above elements are illustrated in **Figures 15. 4 and 15.5**.

It is also recommended that the "defacto" round-about at the intersection of Carr and Newcastle Streets be reconstructed to a conventional round-a bout. This is intended to:

- Assist in managing traffic flows (particularly with the upgrading of a future "new road" from the south of the intersection),
- Establish a stronger sense of threshold and entry into the core precinct of the Oxford Centre, and
- Free up further pedestrian and civic space immediately to the north of the round-about for upgrading with landscape elements and public art to improve the character and pedestrian qualities of this nodule location.

15.2.4. Aberdeen Street

The study recommends no major changes to Aberdeen Street, except for the resurfacing of approximately 250 lineal metres of existing carriageway between Frame Court northwards to the intersection of the new road ("Little Oxford Street") west of the existing Oxford Street alignment.

The red asphalt paving is intended to signal the presence of the Town Centre environment to through traffic, thereby assisting calming traffic speed and behaviour in this location. (Refer **Figure 15.4**)

15.2.5. The New Streets

The Study recommends the creation of several new streets in the core of the Oxford Centre precinct.

These streets are variously proposed to improve traffic circulation (and ironically) improve pedestrian safety.

The creation of new streets achieve the latter by intensifying activity (both traffic and consequent commercial/pedestrian activity) along

key pedestrian routes thereby eliminating existing enclaves which currently cluster anti-social behaviour.

The creation of the new roads is intended to redress the poor S.A.F.E. assessment rating which were characteristics of many crucial of many walking routes within the core of the towncentre.

It is important to stress that the creation of the new streets (depicted in **Figure 15.6**) must be accompanied by the implementation of strict design guidelines for buildings abutting those streets. (Refer Chapter 16.0) Built form enfronting these streets must be highly permeable and transparent (plenty of doors and windows interacting with the street environment), active (eg, shop fronts, cafes and restaurants which bring people activity to the sidewalk environment) and well design (appropriate paving, street furniture, tree planting and lighting). New streets are intended to reform or eliminate the "back alley" environment that exists in their current locations.

Four key new roads are recommended under this study:

- A new road ("Little Oxford Street") running north south, generally parallel to the western side of Oxford Street behind existing commercial premises. (In the long term, these premises are expected to upgrade and redevelop to turn an active frontage to the new street),
- The formalisation and extension of Frame Court through the Water Corporation land, generally a similar alignment to the existing driveway,
- A new road situated over the existing Water Corporation easements runs from the Town Square eastwards to the Frame Court extension, and
- The formalisation of a road link between Town Square and Newcastle Street generally within the existing carparking location.

Key implementation initiative to realise these new roads will include:

- ("Little Oxford Street") rededication of existing Council properties but with some minor private acquisition via resumption, negotiate purchase or upon redevelopment of those private properties,

- (Frame Court extension) negotiated reconstruction and redevelopment linked with future subdivision / development proposals within existing Water Corporation landholdings,
- ("Little Newcastle Street") will require the rededication of existing Council holdings, Water Corporation easement and some resumption and some negotiated acquisition ceding of private land conditional to redevelopment of abutting holdings, and
- ("Little Carr Street") requiring resumption/negotiated acquisition/ceding of land conditional to redevelopment in the future.

It is not expected that compulsory resumption would be required to secure any private holdings needed to achieve these roads except in extreme circumstances, and when negotiated acquisition or ceding conditional to redevelopment has either failed or not occurred. Precise land requirements are to be determined at detailed design for each road alignment.

Indicative alignments and details of new roads are described in **Figures 15.6 and 15.7**.

15.2.6. Carr Street

The study recommends Carr Street be upgraded to enhance its "quiet" residential / mixed use character.

The presently wide bitumen carriageway is proposed to be visually narrowed by the inclusion of tree planting islands matched to coincide adjacent to existing trees in the street. It is suggested carparking bays be repaved with red asphalt to further narrow the appearance of the trafficable carriageway.

It is intended that tree planting in the new tree islands will assist in confining and enclosing the visual appearance of the street (as well as beautifying it) thereby clearly signalling bits to be predominantly residential in character.

15.2.7. Frame Court

The study recommends upgrading of the existing portion of the Frame Court to incorporate on-street parking consistent with its future extension.

15.3 ROADS - RESIDENTIAL PRECINCTS

15.3.1. Richmond Street

Richmond Street (between Loftus and Oxford Street) is currently and risk of becoming a "rat run" route for South bound traffic along Loftus wishing to avoid its light controlled intersection with Vincent Street.

It is recommended that sections of Richmond Street be upgraded to introduce defined on-street parking bays (using red asphalt) separated by free standing tree islands, matched wherever possible to compliment existing trees in the streetscape.

This initiative would constrict the visual width of the street and introduce traffic friction to slow down or discourage use by through traffic.

It is recommended Council monitor traffic volumes in Richmond Street to establish whether further measures would be warranted over time.

The closure of Richmond Street by cul-de-sacing should be regarded as a "last resort" option.

The study recommends Council closely liaise with local street residents in the monitoring and detailed design of any modifications or improvements.

15.3.2. Melrose Street

Although Melrose Street exhibits no overt traffic problems, it is occasionally used for rat running in conjunction with Standford Street to Freeway entries.

It is desirable to reinforce the residential character of Melrose Street. The existing streetscape is currently wide and open with large street shrubs planted in lieu of street trees.

The study recommends the installation of tree planting island within the existing carriageway, the red asphalt repaving of carpark spaces and the installation of new street trees within the road.

These modifications are intended to confine the visual width of Melrose Street, and add traffic friction in order to reinforce its low key, quiet residential character.

The study recommends Council closely liaise with local street residents in the monitoring and detailed design of any modifications or improvements.

15.3.3. Stanford Street

Due to the confined width of Stanford Street, this study makes no recommendation for substantial modification other than the inclusion of upgraded tree planting.

The study notes that the street's current exit onto the southbound Mitchell Freeway off-ramp, whilst convenient for local traffic, presents a risk of encouraging 'rat running' from Oxford via Melrose and Stanford Street onto the Freeway.

It is recommended that the performance and volumes of Stanford Street and the Freeway connection point be monitored over time, and if the traffic situation becomes unacceptable, that Stanford Street be either cul-de-saced or connected through a future road connection via redevelopment of the RAAF site. (Refer **Figure 15.8**) A possible connection through the RAAF site, through its securitious alignment, would discourage through traffic movements.

The study recommends Council closely liaise with local street residents in the monitoring and detailed design of any modifications or improvements.

15.4 OTHER VEHICULAR ACCESS

15.4.1. Reciprocal Right of Access

The Study recommends continued Mixed Use development in the street block situated between Carr, Newcastle and Loftus Streets. Furthermore, it recommends that new development in this street block facing Newcastle Street occur to a nil front setback.

By implication, co-ordinated mid block access is essential to enable this to occur.

The study recommends the Town of Vincent progressively negotiates reciprocal rights of access easements to form a link, contiguous mid block circulation system generally in accordance with **Figure 15.10**. The precise alignment of easement will need to be determined at a detailed level and be open to minor variation to accommodate the particular circumstances of case by case development applications.

15.4.2. RAAF Site

The study acknowledges the impending government sale of the RAAF site and anticipates its redevelopment.

It is recommended that any redevelopment provides a connected right of way or gazetted road link between Stanford Street and Vincent Street generally as depicted in **Figure 15.8**. This link is intended to serve internal access to the RAAF site redevelopment, and also provide connectivity and improved pedestrian and traffic circulation from Melrose/Stanford Streets and the Oxford Centre core.

15.5 PEDESTRIAN FACILITIES

15.5.1. General

The Study recommends that the majority of pedestrian movement be accommodated within roadside environments in order to maximise the personal safety of pedestrians and enable lively and active street edge development. Within core areas, pedestrians should be accommodated on sidewalks (in this instance meaning fully paved pedestrian spaces between road kerblines and building lines) and in footpaths in residential and mixed residential areas.

Through recommending an additional network of new roads, the study deliberately aims to promote a highly connected and fine road/pedestrian route maximising directness, choice and efficiency of walking routes.

The two key initiatives mentioned above are intended to improve the SAFE, and ped shed performance of the study area respectively.

15.5.2. Sidewalks and Footpaths

Sidewalks or footpaths are promoted on all streets within the study area.

The study recommends that all sidewalks be paved and maintained to high standard, be sheltered by either building awnings or street trees, or a combination thereof, and be enfronted by an active interface to land uses to maximise surveillance and provide interest.

Sidewalks and footpaths should be buffered from the trafficable roadway by parking embayments for lanes. In specific instances (specifically, street corners within the study area core) further protection to pedestrians from moving traffic should be provided through the installation of bollards.

15.5.3. Pedestrian Lanes or Alleys

The study discourages the creation of pedestrian lanes or alleys wherever possible.

These are discouraged as their general lack of activity and surveillance contribute to the likelihood of higher risk to the personal safety of pedestrians using these routes. Their inactive and un surveilled form also encourages the location of anti-social behaviour in these places.

Where in redevelopment, it is not possible to eliminate such lanes or alleys, then abutting development or redevelopment is encouraged to:

- Establish an active and permeable interface thereto (ie, "shopfront style development" with doors and windows facing the lane),

- Maximise the lane or alley width wherever possible to improve visibility,
- Truncate built form at entrances to the lane or alley to enable improved surveillance,
- Incorporate full night lighting within the lane or alley,
- Encourage abutting uses to be mixed (eg, commercial and residential) thereby introducing day round presence and activity, and
- Wherever possible, align view corridors of streets or major nodes to maximise external surveillance into and through such alleys or lanes.

15.5.4. Pedestrian Crossing

The study recommends that any new intersections constructed within the study area, or any existing intersections rebuilt should incorporate minimum radius fillets to:

- Deliberately cause traffic to turn the corner at slower speeds, and
- Reduce the crossing distance across any such intersection for pedestrians.

Wheelchair or pram ramps at intersections should be setback approximately 6 metres from a stop line to ensure that standing vehicles do not obstruct pedestrians with prams or wheelchair users from crossing the intersection.

Within Oxford Street (south of Vincent Street), Newcastle Street (west of Carr Street) and within strategic locations on "Little Oxford Street" and "Little Newcastle Street" the inclusion of plateau bands across the trafficable carriageway are recommended. These should be designed to enable vehicles to rollover comfortably at approximately 40 kilometres per hour but also provide a strategic crossing location for pedestrians. The study does not recommend that these crossing plateaus be controlled zebra crossings, although it is recommended that the Town of Vincent monitors crossing safety after their installation with a view to retrofitting zebra crossing markings on any such plateaus it finds appropriate.

In the absence of full pedestrian priority that may be given by application of zebra crossing markings, all plateau crossings should be

appropriately sign posted for pedestrians advising that vehicles maintain right of way.

15.5.5. Railway Station Access

Currently, pedestrian access to the Leederville Railway Station is gained via a footbridge entered via a spiral ramp.

Although the spiral portion of the ramp provides for wheelchair and pram access, it should be noted that it no longer complies with ACROD standards. Moreover, the spiral adds an unnecessary additional minute to walk time from Oxford Street.

The study recommends that the footbridge access be augmented by the construction of stairs, but that these be incorporated in a landmark tower element within the town square to improve both accessibility and visibility of railway station access. This single initiative can potentially achieve a major improvement to the station's existing ped shed performance and effectively bring the railway station "almost 1 minute closer".

15.5.6. Loftus Street Crossing

Given the study has found the Oxford Centre to be largely severed from its eastern pedestrian catchment by the upgrading of Loftus Street, it is recommended the Town explore the practicality of establishing upgrading crossing facilities at Carr Street. Such crossing across Loftus Street may be potentially grade separated, subject to feasibility. Given the severance is attributable to the MRWA upgrading of Loftus Street, contribution to such facility by MRWA should be the subject of negotiation.

15.6 PUBLIC TRANSPORT

15.6.1. Rail

The Study recommends improvement to pedestrian access to the Leederville railway station as described in Section 15.5.5.

The footbridge extension and stairs recommended in the study will shorten walking time to the railway station, and visibly introduce the railway station to the core precinct. The stair structure and

potentially incorporate a lift facility for ACROD access, and represent a highly visible landmark viewed along Oxford Street, within the town square itself and from various approaches.

It is intended the visual presence of the footbridge structure can assist in encouraging greater use of rail facility, and thereby decrease the demand for car access and parking within the central area.

In this respect, it is preferred that any extension of rail platform be carried out in a south easterly direction, and designed to incorporate vertical punctuation at its end, further introduce the visible presence of the station to Oxford Street itself, and thereby further encourage greater use.

15.6.2. Bus

The study has not contemplated any modifications to bus routes, but has enabled the prospect of permanent facilities be incorporated at the town square through the possible provision of layoff bays.

Furthermore, the operation of the Town Square should be monitored over time and consideration be given to the further enhancement of public transport transfer facilities, albeit at the cost of carparking.

15.6.3. Taxis

It is recommended that the detailed design of road improvements incorporate strategic locations of existing areas.

Such standing areas should be located close to afterhours activity nodes, and positioned to enable taxi drivers to provide passive surveillance of street area.

In particular, the conceptual design of the town square also enables standing taxis to provide constant surveillance of after hours activity around its edges, particularly night club locations.

15.7 CYCLISTS

15.7.1. Veloway

The recently constructed Veloway is seen to adequately provide "high speed" district cyclist access to and past the study area. The study makes no recommendation for any changes to the Veloway design or access, other than desirability of incorporating additional convenient entrance point coinciding with the intersection of new streets at Aberdeen Street and at the town square.

15.7.2. Cycling on Streets

All other cycling within the study area is expected to occur on existing and future street pavement. The confined geometries of existing major streets prevent the demarkation of separate cycle lanes. Upgraded, traffic calmed streets will have insufficient space to provide for a separate cycle lane. However, it is expected that the slowed and calmed traffic behaviour in these streets will contribute to an improved cycling environment.

Future upgrading of Vincent Street and Oxford Street (north) should incorporate the prospect of a cycle lane geometries allow.

15.8 PARKING

15.8.1. On-Street Parking

The study recommends the retention of on-street parking in existing parking streets (albeit with further definition by nibbing for tree planting as described in Sections 15.2 and 15.3).

The study further recommends that new street (as described in Section 15.2.5) also accommodate on-street parking.

Notably, Oxford Street (south) is intended to retain on-street parking, but in an "on-pavement" form. This is illustrated in **Figure 15.2** where sidewalk paving is extended over to include on-street parking spaces and separated from pedestrian flow with bollards. The details and rationale for this approach is described in **Figure 15.2** and in Section 15.2.1.

Where on-street parking is to be provided within new roads or upgraded roads, the Council may require an abutting landowner to contribute to such bays as and when the landowner may carry out redevelopment or upgrading to any existing premises.

Existing or proposed on-street bays immediately adjacent to any new development or redevelopment should be credited to the carparking requirements for such proposal.

15.8.2. Off-Street Parking

The two major public carparking areas east and west of Oxford Street are proposed to be retained, redeveloped into decked carparking configuration. This is intended to upgrade the quantity of off-street parking available, and concurrently release surplus carparking land for town centre uses.

The general position of the decked carparking stations (Refer **Figure 15.11**) is consistent with the 1996 BSD recommendations.

The precise sizing (number of bays) of the decked carparking stations should be the subject of a detailed carparking study to more accurately quantify the total demand for bays (this was not carried out under the 1996 Study).

In terms of staging, it is recommended that the carparking station east of Oxford Street be developed first due to its strategic advantages (ie, optimal location between day time parking demand in a rate as such as the John Tonkin Centre, and night time parking demand such as Oxford Street itself).

The implementation of the carparking stations will require further investigation. Possible funding strategies to be considered may include:

- Council general revenue,
- Special parking levies raised within the study area (such as through pro-rata scheme contributions made by private developers at the time of their respective development projects), or
- Joint venture with private developers and operators.

In each of the above scenarios, the sale of surplus land currently occupied by carparking can assist in offsetting development costs for decked carparking stations.

15.8.3. Parking Standards

It is recommended that Council's current carparking standards be maintained.

However, given the study areas juxtaposition with the railway station, its proximity to the Perth CBD and its emerging "main street" town centre qualities, lower carparking standards will be entertained in the future.

The precise review of carparking standards could be the subject of a carparking study.

16.0 BUILT FORM

16.1 BUILT FORM

16.1.1. Overview of Built Form Recommendations

The study makes various recommendations with regard to the preferred form of new building and/or upgrading within the study area. The general principles to be pursued in the form of guidelines are described in Section 16.2 and 16.3.

Figure 16.1 illustrates the overview of general proposals within the central portion of the study area. Amongst these, are a number of possible opportunities for new building development which could make a positive contribution to the success, character and identity of the Oxford Centre. These are briefly described below:

16.1.2. Built Form Recommendations - Precinct 1

The study recommends a number of key initiatives to be embraced by any future development in key strategic sites as shown in **Figure 16.2** and briefly described below:

- i) Any future redevelopment of the RAAF site should endeavour to establish a strong landmark entrance to the Oxford Centre for east bound traffic along Vincent Street. Built form should actively address Vincent Street to improve pedestrian amenity.
- ii) The old town hall (RAAF Hall) should be retained in any future redevelopment of the RAAF site.
- iii) Any future redevelopment of the service station site (if and when it may occur) should exploit exposure available from Vincent Street and the Freeway and present a landmark entrance to the Oxford Centre. Any future building on the site should address Vincent Street.
- iv) A possible future decked carparking station is recommended within the existing carparking area west of Oxford Street. Ground level treatment of any decked carparking station should incorporate commercial/retail uses facing directly into "Little Oxford Street" to maximise activity of passive surveillance and

personal safety for pedestrians within the street. Pedestrian entrances into the carpark should be positioned to enable clear sight lines surveillance along "Little Oxford Street" and through the existing Water Corporation drain easement (laneway) through to the town square. This is intended to maximise surveillance and personal safety.

- v) Possible mixed use commercial/residential uses are recommended for the southern end of "Little Oxford Street". The architecture should be detailed, neatly articulated and to exhibit residential qualities. The southernmost triangle at the proposed intersection of Aberdeen Street and "Little Oxford Street" presents landmark opportunities to improve legibility.
- vi) Any future upgrading of the Kailis site should exploit the opportunity to establish a landmark element visible from the railway station, the Freeway, Aberdeen and Oxford Streets. Such an element would improve corporate exposure as well as aiding legibility. Future building extensions should actively address all abutting public spaces.
- vii) Although the approved HQ development focuses buildings on Frame Court, an opportunity exists for future "shop front" elements abutting town square. This would give HQ a high profile address, and provide opportunities for introducing youth activities into the town square (and into the community). Such a building also presents an opportunity to exhibit landmark qualities and would assist in defining the south eastern edge of the town square itself.
- viii) Various new buildings/building upgrade opportunities exist to enfront the town square, and establish unique landmark elements. Such elements would improve corporate exposure and aid legibility. It is noted that minor widening of the existing carpark access (future "Little Carr Street") is narrow, and some minor widening may be required with a commensurate impact on existing building lines. Precise impact would need to be established through a process of detailed engineering and urban design.

- ix) An opportunity exists to extend existing buildings to enfront the future alignment of "Little Carr Street".
- x) An opportunity exists to establish a landmark mixed use building at the intersection of Carr and Newcastle Streets on the triangular site (form service station).
- xi) An opportunity exists to establish a relatively contiguous built edge to Vincent Street generally in the location of the existing Leederville Hotel carpark and bottleshop. This would only occur in the event that the owner may seek to comprehensively redevelop the site.
- xii) The existing bank building at the south western corner of Oxford and Vincent Streets presents an opportunity for future upgrade for additional storeys to strengthen the landmark qualities of this central corner, and thereby improve commercial exposure and legibility.
- xiii) In tandem with any construction of "Little Oxford Street" backs of existing commercial premises currently fronting Oxford Street itself should be brought to the new street boundary, and actively enfront "Little Oxford Street"

16.1.3. Built Form Recommendations - Precinct 2

In addition to design guideline principles for this area (refer Section 16.2) the following key opportunities in the upgrading of built form are depicted in **Figure 16.3** and briefly summarised below:

- i) Any new buildings or building upgrading along Newcastle Street should be brought to the street boundary, and design to actively enfront the sidewalk.
- ii) Any new buildings or building upgrading abutting the alignment of "Little Newcastle Street" should be brought to the proposed boundary of that street, and designed to actively enfront its sidewalk.
- iii) A possible decked carparking station within the public carpark east of Oxford Street is recommended. The ground level of any

carparking station in this location should incorporate commercial/retailing/restaurant uses facing "Little Newcastle Street" to maximise activity, surveillance and personal safety (particularly after hours) for pedestrians along the street and patrons using the parking station.

- iv) The approved HQ buildings facing Frame Court should be designed to ensure they provide an active front and passive surveillance to Frame Court.
- v) New built form in the vicinity of the Frame Court extension (adjacent to the John Tonkin Centre) should actively enfront Frame Court and the minor "town square".
- vi) An opportunity exists to establish a significant landmark building at the southwestern corner of the intersection of Newcastle and Loftus Streets. The building would assist in finding the threshold intersection and would be the commencement of an urban "town centre" precinct at which the existing landscaping does not herald. Strong landscaping elements should still be juxtaposed with any future building (specifically key note street tree planting).
- vii) The existing buildings abutting Newcastle Street on the Water Corporation site would not currently enfront or actively engage sidewalk environment. Any future upgrading of this building should establish an active edge to Newcastle Street.

16.1.4. Built Form Recommendation - Other Precincts

Outside of the core area, a number of key note built form opportunities exist. These are briefly described below:

- i) The southwestern corner of the intersection of Vincent and Loftus Streets provide an opportunity to establish landmark buildings that accentuate the threshold qualities of this location. Such building, however, should remain predominantly residential in character and form.

- ii) Built form along Carr Street should actively address the street. Compliance with the guideline principles described in Section 16.2 and Section 16.3 would be required.
- iii) Any future upgrading of buildings at Leederville Oval should endeavour to front Vincent Street and provide a high quality active edge.
- iv) Future redevelopment and infill along Oxford Street (north) should also enfront the street in the manner described in the guideline principles in Section 16.2.
- v) Any future expansion to the TAFE site should endeavour to bring built form to the Oxford Street boundary to improve the pedestrian qualities and passive surveillance of this section of street, as well as partially masking the bulk of the monolithic blank western walls of the main TAFE building. Where buildings are brought to the street front in this location, they should preferably be around two storeys in height to balance the prevailing building form on the western side of the street.

16.2 DESIGN GUIDELINE PRINCIPLES FOR DEVELOPMENT IN THE CENTRAL OXFORD AREA

16.2.1. General

Built form within the central Oxford area should promote the following principles:

- i) The encouragement of commercial buildings which enfront the street and promote an active and permeable interface (ie, 'shopfront style development', doors to the street).
- ii) Articulation of buildings into elements which exhibit strong urbanism character (ie, are 'City-like').
- iii) Consistency in style, form, rhythm and articulation of buildings.
- iv) Fine-grained architectural form to the sidewalk (ie, building fronts should be detailed).
- v) Maximum glazing (windows) to the street and ground level for surveillance and commercial exposure.

- vi) Encouragement of cultural relevance of building forms to the surrounding community (through architectural design or the use of public art).
- vii) Legible building forms, particularly emphasising street corners for orientation.
- viii) Robust building forms which are adaptable over time to alternative uses.

The following guidelines apply to the area identified "Central Area Guidelines" in **Figure 16.4**.

16.2.2. Building Form

i) Minimum Height

Two storey development or its equivalent (minimum wall height of 6.0m at the street alignment) will be promoted, to help achieve a strongly urban character.

ii) Maximum Height

Four storeys, preferably at street corners.

Extra height at corners through the use of parapets, tower elements, or similar features helps give prominence to these buildings and is therefore encouraged.

Buildings should define corners by building to the street alignment and creating landmark features. Corners may be emphasised by greater scale or differing geometries relative to the remainder of the project, or surrounding development. This could include chamfering, curving, additional height, different roof forms, verandahs, balconies, or other design elements, which accentuate corners

iii) Setbacks – Front

Mandatory front setback **shall be nil** to any street reserve boundary.

Buildings are to address the street and reinforce the traditional relationship of buildings to the street (ie, building facades should be parallel to the street, buildings should be accessed from the street and should overlook the footpath and street).

Council may consider variations to the nil front setback where an applicant demonstrates compliance of the development to the traditional town centre design principles described above.

iv) Setbacks – Side

The minimum side setback to any side boundary **shall be nil**.

In the case of side boundaries which fall within an access easement, then the mandatory side setback shall be nil to the easement alignment.

Minor variations may be considered to accommodate storage, loading or pedestrian access, provided such variations do not alter the continuity of the street façade.

v) Setbacks – Rear

Minimum rear setbacks **shall be 9.0 metres**.

Where an allotment has a second (rear) street boundary, both streets shall be regarded as a frontage.

vi) Ground Floor Levels

Ground floor levels to all lots must be set at or above the abutting footpath level at the street.

The maximum level a ground floor may be set at is 0.6m above the adjoining footpath level. Where floor levels of buildings are higher than adjoining footpath levels, pedestrian access must be ramped (and compliant with ACROD standards).

vii) Street Front Openings

A minimum of 40% of the wall area facing a street, for at least the first 2 storeys of street-front elevations is to be devoted to glazing.

A lesser percentage of glazing to wall area for additional storeys may be considered providing the design meets with the objectives of these guidelines.

Glazing may be in the form of smaller windows in a regular pattern or larger shop fronts offset by wall panels. West

facing glazing should be protected by appropriate solar screening devices.

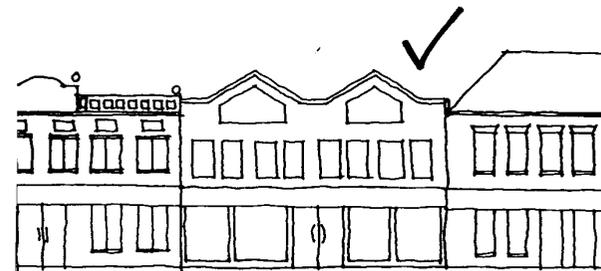
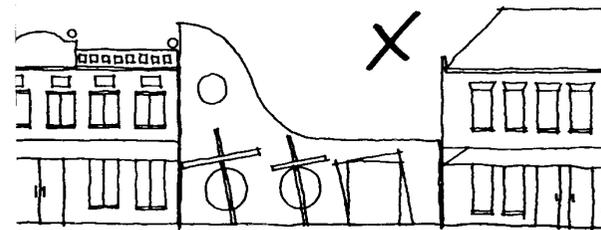
viii) Street Front Facades - Design

Building facades are required to be articulated and detailed (broken into distinct visual elements). Projections such as verandahs, awnings, canopies, balconies and bay windows should be used to project visual interest.

The public faces of buildings should be detailed in order to provide richness and variety with accentuated elements aimed at reducing the perceived building bulk.

The creation of expansive blank walls and featureless glazing is prohibited.

Where new development abut buildings of heritage value, the façade of the new development should exhibit similar articulation and form to those abutting buildings.



ix) Street Front Facades – Materials

Street front facades should be predominantly a combination of the following finishes:

- Rendered concrete blocks or bricks
- Face bricks
- Stone or stone cladding
- Painted or coloured renders in ochres, terracottas, reds, earthy blues/greens, greys with and earthy base and limewash colours.
- Glazed shopfronts.

The use of reflective or obscure glass, or glass blocks is not permitted. Exterior shading devices should be used where it is necessary to protect windows from direct sunlight.

The use of tilt up construction method is prohibited unless it can be demonstrated that the aforementioned requirements relating to articulation, detail and blank walls have been satisfied. Acceptable means of treating tilt-up slab comprise detailing by texturing/grooving surfaces, the use of base-relief designs(or public art), and the inclusion of brick headers around windows and doors.

x) Pedestrian Access – Entrances

Pedestrian (or customer) entrances from the street shall be mandatory for all buildings.

Secondary pedestrian entrances may be provided from rear or side carparking areas.

The use of architectural treatments (such as punctuated rooflines, porticos, landscaping, public art, façade treatments etc) to clearly identify the location of entrances is encouraged.

All pedestrian access should be designed to comply with ACROD standards (disabled access).

xi) Pedestrian Access – Sidewalks (awnings, etc)

All sidewalks and footpaths contiguous with a building shall be sheltered.

Such shelter shall comprise awnings to the following requirements:

- They shall be continuous structures over footpaths.

- They may project to within 0.5m of the road kerb.
- They shall not to be built over existing or possible future street parking bays and allowances should be made to accommodate the unimpeded growth of any street tree.
- They may be cantilevered or suspended. Post or column supports will not be permitted.
- They shall be roofed in sheet metal, tensile membrane fabric, polycarbonate sheeting etc. Canvas or tiles are not permitted.
- Generally an awning must have a clearance above footpath level of 3.3m.
- Awnings are intended to provide continuous cover at abutting buildings. Where one abuts another the connection is to be treated so as to prevent the penetration of rain. It is the responsibility of the property owner erecting the latter structure to effect this.
- The preferred form of awning roof structures is lightly framed with fine design lines. The maximum depth of any fascia to a pedestrian awning is to be 300mm with signage prohibited from the face or on top of the fascia.
- Awnings over openings in walls on the street boundary are permitted to project over the property boundary by a maximum of 1.5m.
- Where an awning over a footpath takes the form of a balcony, the maximum depth of any floor fascia is to be 300mm with an open balustrade over.

xii) Roof Form

Roof forms should be broken up to add visual interest to the skyline. Roofs are to be pitched between 30° and 45° with gable forms addressing streets.

The provision of parapets concealing shallow roofs behind, may be considered where integral to the architectural design. In such circumstances, parapets are to incorporate considerable detailing (eg, corbelling).

Lower pitches are permitted to awnings and verandah roofs. Roof level service structures are to be integrated into the building design.

xiii) Roof Materials

Roofs shall be comprise clay or concrete tiles, or coloured corrugated metal. Zinalume finish shall not be permitted.

xiv) Energy Efficiency

Buildings should be designed to be energy efficient.

Key strategies for reducing energy requirements should include:

- Orientating at least 40% of window area towards the north for maximum winter heat gain.
- Incorporating shade structures in the *architectural design* of the building to minimise summer heat gain. (The use of tinted or reflective glazing is not acceptable, as it also minimises winter heat gain, and increases electricity consumption.)
- Favouring lighter coloured roofing materials to minimise summer heat gain.
- Providing bicycle storage facilities, and change/shower facilities for staff to discourage commuting by motor vehicle (and reduce parking requirements). In this regard, any application for dispensation of parking should be supported by (inter alia) a proposal for the inclusion of such facilities in lieu.

xv) Signage

All signage proposals will require the approval of the Town of Vincent.

The following principles are recommended, but where these may conflict with the by-laws of the Town of Vincent, the latter by-laws shall apply.

Signs should be attached to buildings and shall be integral with and complementary to the architectural form of the façade. Signs should not obscure architectural features.

Pylon signs shall not be supported.

Signs on buildings may be located in an approved combination of the following:

- Suspended beneath awning structures over footpaths
- Within the parapet or on the wall of a building.

- On ground floor windows provided that the sign is limited to 25% of the glazed area of the window and non-fluorescent colours used.
- Vertical signs on upper floors provided that all such signs on a single building are consistent in format and do not exceed 450mm wide or 1.5m high.
- A sign identifying the name of the building may be permitted in a location not specified above subject to it being designed as an integral part of the building's architecture. Proposals for such signs will be considered on their merits.
- The following types of signs **are not favoured** on buildings.

Roof or "sky" signs projecting above or outside the line of a roof or parapet:

- Fascia signs to awning structures; including balconies
- Flashing signs;
- Rotating or moving signs;
- Sequined or glittering signs;
- Bunting or flags, other than the national, state or corporate flags maintained in good condition;
- Hoardings; and
- General advertising signs.

Generally, it is preferred each commercial building tenancy be limited to the following number of signs, although consideration will be given to proposals to provide more in exceptional circumstances:

- Two ground floor signs for each street level commercial tenancy.
- One sign per upper floor level individual tenancy.
In buildings with numerous tenants shared signage is preferred

Historical (old) signs already present on a building, which in Council's opinion contribute to the cultural fabric of the community, shall be preserved, or a facsimile thereof shall be retained on the building/new building/additions.

The physical form of signs, quality of graphic design and the extent to which they are integrated into the architectural design will have a strong impact on the overall quality of any development. Poorly designed and unplanned ad hoc signage

has the capacity to destroy the integrity of even the best-designed building.

Worse yet, from a commercial viewpoint, they become cluttered, unreadable and provide no commercial advantage. Accordingly property owners and designers are encouraged to accommodate the requirements for signage into the architectural concept at the earliest possible stage.

16.2.3. Site Design

i) Motor Vehicle Access and Parking

Parking is to be provided at a rate specified by the operative Town of Vincent Town Planning Scheme.

Where Council or the subdivider has provided on-street carparking bays contiguous to an allotment, such bays (subject to the Town of Vincent's special approval) may be credited to the carparking requirement for the abutting building/use.

The layout and design of on-site parking shall comply with the following requirements:

- Access to parking shall be from the rear via a constructed driveway contained within a dedicated reciprocal-rights-of-access-easement (RROAE).
- Access to the reciprocal-rights-of-access-easement shall be from clearly visible access points (crossovers) from the street. On-site parking constructed by an owner shall be accessed from, and contiguous to, the RROAE, and be constructed of matching materials and to a matching design.

ii) Service Areas and Screening

Provision is to be made for service areas incorporating rubbish and storage receptacles and other plant in such a way that they are screened from the public view, whilst being easily accessed by service vehicles.

iii) Landscaping – General Requirement

Ten (10) percent of the site shall be landscaped.

The reduction or waiving of this requirement may be supported (with the special approval of the Town of Vincent) where the applicant:

- installs street furniture within the portion of sidewalk contiguous with the subject allotment, (as applicable),
- installs public art within the portion of sidewalk contiguous with the subject allotment, and/or
- establishes and maintains specified trees within the on-site carparking area on the allotment, or abutting road reserve.

The agreed works in lieu the 10% landscaping requirement will be negotiated with the Town of Vincent.

iv) ROW's

Where a site abuts an existing or proposed ROW (Right of Way), the ROW shall be treated as if it were a road, and clauses 16.2.2 (vii), (viii), (x) and (xi) shall apply. These are intended to maximise surveillance and activity of those spaces.

16.3 DESIGN GUIDELINE PRINCIPLES FOR RESIDENTIAL DEVELOPMENT IN THE OXFORD STUDY AREA

16.3.1. General

Generally, built form within the residential areas of the Oxford Study area should promote the following principles:

- i) The encouragement of any new residential buildings which are compatible with the environmental character of the street where that character has been identified as significant in the survey of cultural heritage significance.
- ii) The protection and enhancement of the places identified as of cultural heritage significance.
- iii) The design of new residential buildings which reflect, but do not replicate, the existing architectural character of the Town.
- iv) The encouragement where appropriate to restore existing residential buildings where the original style has been altered, original details are lost or the buildings are in a deteriorated condition, in preference to demolition and redevelopment.
- v) Maintenance of the existing diversity of historic housing styles in the Town whilst allowing new residential infill development

which does not compromise the character of the street nor the amenity of existing houses.

The following guidelines apply to the residential areas of the Oxford Study Area.

16.3.2. Building Form

i) Heights

- Maximum building heights should be controlled by the permissible densities and height regulations laid down by the Town of Vincent.
- Where residential lots are narrow and houses are in close proximity to each other on adjoining lots, consideration must be given to avoid overlooking and the consequent reduction in privacy, and overshadowing and the consequent loss of amenity;
- Consideration should be given to maintaining a consistent eaves line between existing and new infill housing; lowering of ground levels on neighbouring lots together with the provision of lower ceiling levels in current building practice should be carefully considered so as to avoid disruption in the visual consistency of the streetscape.
- Amalgamation of lots and the redevelopment of large scale, multi-storied residential buildings should not be permitted except in very specific locations where the existing residential character will not be eroded nor the amenity of existing housing compromised.
- As a general guideline, infill housing should be restricted to two stories in height and should be setback from side boundaries in order to protect the amenity of adjoining houses.

ii) Setbacks – Front

Front setbacks for new residential buildings should conform to the adjoining existing houses, in order to reinforce the character of the streetscape and to address the traditional relationship of buildings to the street.

Building facades should be parallel to the street boundary.

iii) Setbacks – Side

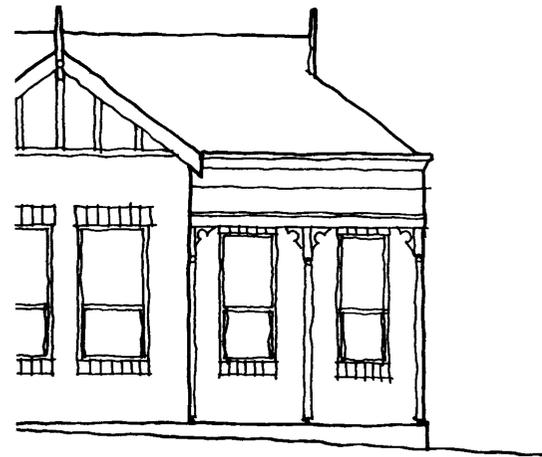
Side setbacks may be nil provided the amenity of adjoining houses is not reduced, overshadowing does not happen, and access to the rear of the lot for servicing is maintained.

iv) Setbacks - Rear

Rear setbacks should be restricted to a minimum of 6 metres but may vary in respect of the relationship with adjacent houses, orientation and the provision of private outdoor living areas.

v) Street Front Facades – Design

The street façade and architectural form of new infill housing and the restoration of existing houses, should respect the traditional characteristics of the historic housing styles, viz pitched roofs, gables, the avoidance of low-pitched roofs and parapet walls to the street; canopies and verandahs for shade and weather protection. Walls should be constructed to provide a greater area of solid than void; windows and doors should be provided as openings in the wall and large areas of glass should be avoided.



Replication of traditional architectural styles is not to be encouraged; new buildings should be compatible with existing buildings but they should be clearly discernible as originating from a different time.

The architectural character of new buildings should complement the existing without being compromised by the street presentation of the traditional styles.

vi) Street Front Facades – Materials

The diversity of styles and materials used in the existing housing stock which has been identified as culturally significant should set the standard for materials acceptable for new housing infill. Materials which are uncharacteristic of the streetscape should be avoided where that streetscape is significant viz cream brickwork, bright aluminium frames, roofing materials which are highly reflective or which are not predominant in the locality, large areas of glass, modern awnings and security screens, bright coloured paintwork, reflective glass, large unrelieved areas of walling.

vii) Access and Servicing

All residential development should provide pedestrian access from the street frontage and shall ensure that servicing of the rear sections of the lot for rubbish removal, landscape care and general maintenance is provided either along the side of the building or through the building in a proper manner. Secondary access may be provided for car parking or servicing where rights-of-way exist at the rear or side boundary. Rubbish containers should not be stored in a location visible from the street.

viii) Services

Solar hot water heaters, heat absorbing pipework and air-conditioning plant should not be exposed on the street frontage of buildings and should not be visible from the street in profile when located towards the rear of buildings. Such elements should be sensitively located to avoid compromising the character of buildings or the streetscape.

16.3.3. Site Design

Key elements in residential site design include:

i) Motor Vehicle Access and Parking

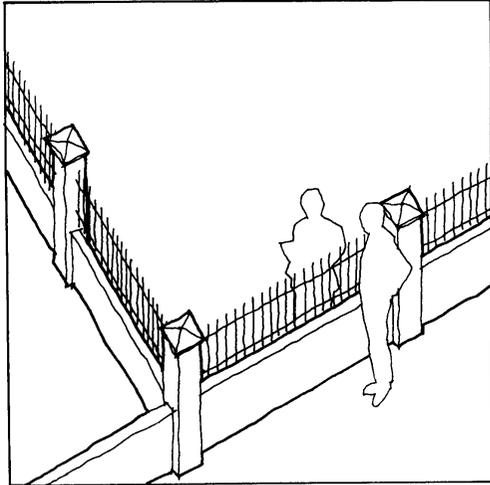
Off-street parking for motor vehicles of residents should be provided wherever possible. Where existing houses are located close to the street boundary or on narrow lots or in historic housing dating from a time prior to the common provision for on-site car parking, special provision for residents street parking should be provided in an appropriate and controlled manner. Where on-site parking can be accommodated on-site in front of existing or new houses, parking and carport design should be in character with the house it services, and may be located up to front or side boundaries in conformity with design regulations. Closed garaging in such restricted locations in the front set back should be prohibited.

Where rear or side access is available, residents should be required to provide on-site car parking at the rear of the lot.

ii) Fences

An 'open fencing' policy should be enforced to maintain the earlier visual and community contact between house and street, and to ensure better visual surveillance for improved property security at street boundaries. Solid walls or fences of a height greater than one metre should be prohibited. Picket fences, link mesh in a post and rail system, and other traditional forms of fencing compatible with the style of the house should be encouraged.

Side boundary and rear boundary fencing may be solid, in masonry or timber, and up to 1800 high, subject to Council fencing regulations, to provide appropriate privacy and security between properties.



Front fencing should be low, transparent, and of a compatible style to the principal dwelling.

iii) Landscaping

Trees and other landscaping should be provided in appropriate areas of residential lots. Consideration must be given to tree selection and location to prevent unacceptable shading or over-hanging onto adjoining properties, and to avoid aggressive root growth which can damage buildings or affect adjoining property.

The front areas of residential buildings should be landscaped, but may comprise appropriate paving with plants in containers. Trees on residential lots should be selected and planted in collaboration with the location of street trees and in general consideration of the character of the streetscape.

17.0 CIVIC SPACES

17.1 STREETS CAPES

Streets by far represent the most intricate and prevalent public space within study area. For this reason, the quality and design of streetscapes is of paramount importance.

To a large part, the three dimensional definition of streets by their enfronting building forms determine the quality of those street spaces.

This quality is further influenced by the inclusion of streetscape elements in the road reserves themselves. Such elements include:

- i) Street trees
- ii) Sidewalk design or verge treatments
- iii) Street furniture
- iv) Lighting
- v) Public Art

With regard to tree planting, the study recommends the installation of additional trees as a part of traffic calming and parking definition (previously described in Section 15.0). It is noted however, the detailed design and placement of street trees should have regard to sight-lines for traffic generally, and public transport in particular.

Similarly some commercial street upgrades with new streets are also recommended to contain new street tree planting.

The recommended species for these plantings are set out in **Figure 17.1**. It should be noted that the study recommends the replacement of existing lemon scented gums in the Oxford Street medium (south) with London Planes.

The lemon scented gums are effectively tall slender trees with a sparse elevated canopy. Apart from adding vertical punctuation to

the street, the existing trees once mature will provide little sense of enclosure crucial to assisting traffic calming and introduce only broken shade to the street. It is recommended that vast specimens (approximately 6.7 metres) be planted to replace trees to be removed.

Sidewalk treatments for key pedestrian streets should remain relatively simple. Figure 17.2 illustrates the use of a simple selection of warm grey urban stone pavers (or similar). It is recommended that a darker grey paver (notionally) urban stone "gunmetal" be the prevailing paver as it will help to conceal marks, chewing gum, etc. Rhythmic punctuation is to be provided by banding and detailing using a mid tone grey paver (notionally urban stone "silver grey").

Specific punctuation and embellishment of paving areas should be carried out using various public art treatment (refer Section 17.3)

At strategic locations where plateau bands are to be installed along trafficable carriageways, such bands should be "announced" by abutting feature treatments within the sidewalk. **Figure 17.2** illustrates a notional treatment using a contemporary mix of black tiled mosaics with inset steel plates. The steel is intended to provide a subtle cultural reference to the mixture of commercial and industrial uses prevalent in the precinct in past decades.

The study also recommends a selection of street furniture themes which exhibit a strong use of brushed metal (Refer **Figure 17.3**).

Such street furniture themes are intended to provide reference to historical mixed uses (commercial and light industry) be sympathetic to heritage building forms whilst exhibiting a contemporary relevance. Public Art based street furniture, particularly involving Community Cultural Development processes, is particularly encouraged for special items in strategic locations. The undergrounding of overhead power lines in those streets.

17.2 TOWN SQUARE

A key recommendation of the study is the creation of a town square at the southern end of Oxford Street.

The town square is intended to serve several objectives. These include:

- i) The forced deflection of south bound traffic on Oxford Street around the town square to discourage shortcutting and rat running.
- ii) The reformation of the existing park into an urban form befitting of a town centre (ie, a traditional town square as opposed to a grassed edge for a carpark).
- iii) The creation of a place which can provide respite for visitors, as well as performance spaces for various cultural activities.

The key landscape design elements recommended for the town square are illustrated in **Figure 17.4** and include:

- i) A lawned, terraced seating area ("mini amphitheatre"),
- ii) The inclusion of a raised performance space as a focus to the "mini amphitheatre",
- iii) Strong planting around the edges of the space to define a soft, leafy "sleeve" inside the edges of the square otherwise formed by prominent buildings
- iv) The incorporation of informal performance space for youth (terrazzo paved areas which may alternatively incorporate public art, or be used as a focus for "b-boy" performers.
- v) Additional "street furniture" in the form of box bollards are recommended to encircle the main grassed area. Apart from defining the edges of the passive space, and preventing vehicular access, such elements perform the dual function of providing casual seating for individuals or groups. Their design may involve Community Arts processes.

17.3 PUBLIC ARTS AND COMMUNITY ARTS

Public art helps create a visual sense of community. It speaks to residents and visitors alike, offering an insight into the personality of a place and its connection to the past and present.

Closely tied with public art, Community Art aims to achieve similar physical outcomes, but through the use of community participants to inform and produce artworks.

The study recommends that public art and community art be variously incorporated into different locations. Initially, these may focus on the core precinct (so as not to dissipate the perception and impact of such art) and be later extended to the balance of the study area.

Figure 17.5 identifies two key locations for major threshold public art installation. These are the intersection of Loftus and Vincent Streets (in front of the Town of Vincent Chambers and Offices) and at the freeway underpass and approaches.

These possible installations would be aimed at accentuating the threshold qualities of the locations, and should be applicable and suited to the character to each location.

Notional suggestions depicted in **Figure 17.5** include a bas relief semi-circular wall at the Vincent/Loftus Street intersections (both sides of Vincent Street) and incorporating a remodelled re-entry statement for the Council offices. Theme depicted in the bas relief may relate to the cultural heritage of the locality and should be developed through community cultural development processes.

The second major installation location is situated at the Freeway overpass. These may take the form of monumental banner polls. The installation could alternatively be used to display art design in banner form, or alternatively be designed as a large "minimalist" element. The careful sighting of such structures would need to be carried out in conjunction with Main Roads WA. In addition to the banners, a "temporal" installation of dramatic uplighting of Freeway structures is also recommended.

Two other key locations for landmark public art installations are evident in the Study area. These are:

- i) The new town square, and
- ii) The intersection of Carr and Newcastle Streets.

The design and positioning of the former should have careful regard to visual axis of approach streets. The latter should be incorporated in the enlarged sidewalk area enabled by the recommended redesign of the Newcastle/Carr Street intersection.

The conception and design for each of these landmark installations should be informed by community cultural development processes to ensure that works have relevance and the acceptance of community.

In addition to the more significant works described above, multitude opportunities exist to incorporate low key art elements within streets.

Such elements may include:

- i) Mosaic works (3-D or 2-D insets in paving),
- ii) Ceramic or metal works incorporated in paving,
- iii) Street furniture elements (such as public art based seats, bollards, bus, standards, etc),
- iv) Small sculptural elements,
- v) Murals, and
- vi) "Temporal" works such as lighting or aural sculpture.

It is strongly recommended the "art in the street" elements be typically conceived and developed through community cultural development processes.

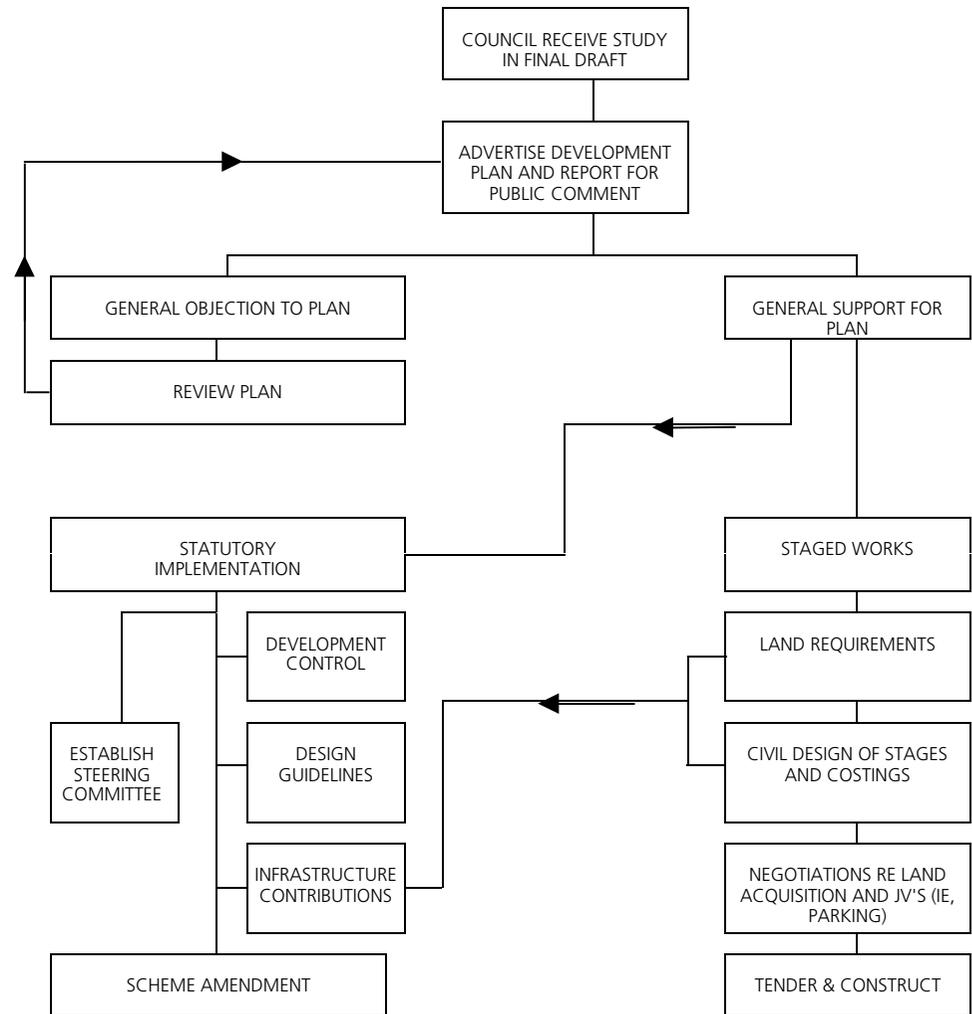
18.0 IMPLEMENTATION

The purpose of this section is to provide guidance on how the findings of this study may be implemented with respect to the Study Area, and also a strategy for incorporating initiatives into the Town of Vincent Town Planning Scheme.

The Oxford Centre Plan, the "Plan" represents a pivotal element of the implementation process, particularly given the existing characteristics of the Oxford Centre. The Plan is intended to provide a framework to guide the detailed planning of the area, by identifying major community infrastructure requirements, road networks and proposed land uses. It is important that this framework is established and adopted by the community, Council and relevant government agencies, to ensure that there is a clear and common understanding of the requirements for community infrastructure which must be respected at the more detailed planning stage.

In conjunction with this, is the broader level objectives of State Government to maximise support to the infrastructure of the Metropolitan Rail Network and the policy changes required at a local government level to facilitate this occurring.

The following flow chart summarises the implementation process for the study.



here are three key components of the implementation process necessary to progress from the implementation of the findings of this study:

- Finalisation of the Development Plan and Report and Community consultation;

- Statutory requirements (adoption of The Plan and Precinct Plans, zoning, development control); and
- Development co-ordination;

The following is a more comprehensive description of the implementation strategy proposed.

18.1 DEVELOPMENT PLAN

The Enquiry by Design Workshop and Questionnaire Results gave a clear understanding of the issues that affect the Study Area. It produced urban generated designs and proposals that addressed these issues, whilst generating some consensus and the beginnings of action plans for the study area. Refinement of these urban designs and strategies is now required.

Implementation of "The Plan" and the findings of this Study is an important initiative. The study needs to be considered for adoption by the Town of Vincent as a key priority for the area. It is important that community support to the proposal is obtained. As a result of the workshop and community consultation process, the community has an expectation that Council will be progressing further with the Development Plan.

On this basis, the following approval process is recommended:

- Town of Vincent adopt Development Plan
- The Development Plan is advertised for public comment. The Development Plan should be displayed at Council Offices for a period of time, during which, written submissions should be received by Council. Advice to residents, landowners and businesses could take the form of a newsletter.
- Council consider submissions and modifications to the Development Plan as required.
- Council consider and adopt final development for approval.

Development strategies require promotion through Council, their staff, the community, the private sector and government agencies.

Prioritising projects and their funding implications also need to be carefully documented and agreed upon by Council, the community and the private sector shareholders.

18.2 STATUTORY REQUIREMENTS

18.2.1. Special Control Areas SCA's

As discussed previously, the emergence of landuses and built form in the study area which establish a synergy with the railway station, enhance values, increase employment and assist in the creation of a focus for the local community, are key attributes to a successful community. Emerging uses should include offices, some retail shopping, restaurants, entertainment and higher density residential.

It should be acknowledged that many of the recommended landuses can be accommodated within the existing zonings. In order to facilitate this it is recommended that Special Control Areas (as defined by the Model Scheme Text) be established. The Special Control Area should:

- Define the extent of the SCA within the Scheme;
- Define the objectives of the SCA within the Scheme;
- Link a Development Plan to the SCA;
- Prescribe development controls for the SCA; and
- Prescribe design guidelines for the SCA.

The SCA, being Scheme linked, would require the endorsement of the WAPC.

The WAPC may apply a Clause 32 area to overlap the SCA.

The intent of the Special Control Area is to identify areas which are significant for a particular reason and where special provisions may need to apply. The Special Control Areas would be identified on the Scheme Map and have special provisions setting out the purpose and objectives of the Special Control Area, any specific development requirements, the process for referring applications to relevant agencies and matters to be taken into account in determining development proposals. Special Control Areas may also be used to

identify planning precincts for areas with a similar character where particular provisions are to apply.

18.2.2. Zoning Modifications

Whilst the zoning structure of the study area is generally commensurate with the land use pattern for the area, there are some areas where zoning modifications should be made, as outlined below:

Precinct 1 Parts of Precinct 1 are currently zoned "Commercial" and Residential under Council's Town Planning Scheme. It is proposed that all of the Precinct be included within the "District Centre Zone" to provide greater flexibility with the exception of land north of Vincent Street to be included within the "Commercial" Zone

Precinct 2 Parts of Precinct 2 are currently zoned "Commercial" under Council's Town Planning Scheme. It is proposed that all of Precinct 2 be included within the "District Centre Zone" to provide greater flexibility.

18.2.3. Development Control and Design Guidelines

The generic development controls of Council's Town Planning Scheme applicable within the study area, in many instances are in conflict with the objectives of this study. Sections 16.2 and 16.3 define the design principles which will form the basis of detailed design guidelines. It is important that this level of detail comprises the third tier of control with respect to the Special Control Area.

In this regard, detailed design guidelines should be prepared based on the principles defined within this report, and these should be implemented through the Special Control Area.

18.2.4. Infrastructure Contributions

The calculation method for determining infrastructure contributions within the study area should be the subject of the Special Control Area, and may require further amendment to other parts of Council's Town Planning Scheme.

The Plan should provide the framework to determine those infrastructure items to be the subject of cost sharing calculations. This should be determined concurrently with Council's works programme and budgeting and staging plan.

18.3 PUBLIC WORKS

The preceding chapters have outlined a series of public works comprising upgrading to existing roads, the acquisition for and construction of new roads, the upgrading and introduction of streetscape and landscape programs for public spaces, and modifications and improvements to access to the Rail Station as a result of this study.

To achieve the long term visions defined for the study area, public works should be undertaken on a progressive basis, having regard to identified priorities within each of the Precincts, in accordance with an overall long term implementation strategy.

To provide a basis for detailed planning and budgeting, this study recommends the categorisation of priorities into 3 key projects for each of the Precincts:

- Upgrades to existing roads and improvements to existing streetscapes and areas of public spaces;
- Construction of new roads and streetscapes; and
- Construction of new public spaces

These key projects do not assume that all public works and land acquisition costs will be borne solely by the local government.

Project 1 generally reflects various upgrades to existing streets, (including streetscapes - pathways, lighting, street trees and car parking) and existing public spaces that can occur without the need for acquisition/resumption.

Projects 2 and 3 are longer term projects that rely more heavily on redevelopment by private and government land owners and that may require resumption of acquisition and are dependant upon market influences, servicing constraints, and relocation of undesirable land uses.

Staging of development on privately owned land is expected to occur gradually and progressively over a longer period of time (potentially 30 years or more).

The timing of all public works within the Core (business) precinct should avoid peak trading seasons. In this regard, Council should liaise closely with traders to determine mutually acceptable project programmes, Council may wish to consider appointing a 'Place Manager' to conduct such liaison.

It is further recommended Council includes further community consultation and workshopping in the design of detailed public works project to allow details (eg, paving designs, tree species, furniture selection, public art, cyclist facilities, etc).

19.0 RECOMMENDATIONS

This study has established a number of clear initiatives, the principles of which appear to have the support of the local community and the Town of Vincent.

Accordingly, it is recommended that:

- The Town of Vincent to adopt the Development Plan and the recommendations of this Study .
- The Town of Vincent to adopt the principles of this Study as the basis for seeking the communities support to the Development Plan, initiate the formulation of a statutory framework that provides the essential legislative tools necessary to progress the preparation of Development Plans for the Study Area, and to introduce infrastructure cost sharing mechanisms;
- The Plans should undergo a consultation process with the public, affected landowners and businesses, as a basis for:
 - determining infrastructure requirements to be included as cost sharing items; and
 - guidance to enable the preparation of more detailed plans by individual landowners.

Once adopted, all development within the Precincts should be generally consistent with the Development Plans; and

- The Town of Vincent initiates and adopts an amendment to their Town Planning Schemes for the purpose of introducing a Special Control Area Study Area.
- The Town of Vincent to initiate studies to support the recommendations of the Development Plan and associated development controls to form the basis of Special Control Areas.
- The Town of Vincent to initiate amendments to their town planning schemes in accordance with the recommendations of this study.

- The Town of Vincent to prepare, advertise and adopt built form design guidelines for land within the Study Area based on the principles identified in this study.
- The Town of Vincent to investigate funding options in relation to the implementation of major infrastructure works in the study area.
- The Town of Vincent in conjunction with the Department of Transport to initiate marketing initiatives to increase public awareness of the opportunities and benefits of rail transport and access to stations.
- The Water Corporation be requested/encouraged to participate in the redevelopment of its landholding in accordance with the outcomes of the study
- Scheme Amendments, as required to facilitate the introduction Development Plans and associated Contribution Plans. This may take the form of a Special Control Area as defined under the Model Scheme Text. The Special Control Area should include special provisions as outlined below:
 - Define the objectives of development within the Station Precinct,
 - Define land uses suitable within the Station Precinct,
 - Prescribe key controls relating to development standards namely height limits, setbacks, plot ratio, site coverage, parking requirements,
 - Requirement for the preparation of design guidelines which provides guidance to facades and materials, balconies, awnings, entrances, roof lines and materials, colour, signage, access and parking surveillance.

APPENDIX 1

CONSULTANT'S BRIEF
