9.2 NO. 40 (LOT: 101; D/P: 64792) FRAME COURT, LEEDERVILLE - PROPOSED LOCAL DEVELOPMENT PLAN

Ward: South

Attachments: 1. Location and Consultation Plan

- 2. Proposed Local Development Plan
- 3. Applicant Supporting Report
- 4. WAPC Agreement for LDP
- 5. Place Strategy
- 6. Transport Impact Assessment
- 7. Design Review Panel Presentation and Landscape Concept
- 8. Social Infrastructure Study
- 9. Economic and Social Outcomes of Community Benefits
- 10. Local Development Plan Assessment Table
- 11. Summary of Submissions Administration Response
- 12. Summary of Submissions Applicant Response
- 13. Design Review Panel Minutes
- 14. Building Height Diagram

RECOMMENDATION:

That Council:

- 1. Pursuant to Clause 47(d) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* CONSIDERS that a Local Development Plan is required over No. 40 (Lot: 101) Frame Court, Leederville for the purposes of orderly and proper planning; and
- 2. Pursuant to Clause 52(1)(a) of the Deemed Provisions of the *Planning and Development* (Local Planning Regulations) APPROVES the Local Development Plan dated 6 October 2021 for No. 40 (Lot: 101) Frame Court, Leederville, included as Attachment 2, subject to the following:
 - 2.1 Obtaining the approval of the Western Australian Planning Commission for Development Controls 4.6.1 and 4.7.1 in accordance with Clause 1.2.3 of State Planning Policy 7.3: Residential Design Codes Volume 2 Apartments.

PURPOSE OF REPORT:

To consider a proposed Local Development Plan (LDP) for No. 40 Frame Court, Leederville (the subject site).

PROPOSAL:

A LDP is a mechanism used to achieve a desired built form outcome, to guide future development by supplementing the development standards of the local planning framework. The local planning framework which applies to the subject site include the:

- Local Planning Scheme No. 2 (LPS2);
- Residential Design Codes Volume 2 Apartments (R Codes Volume 2);
- City's Policy No. 7.7.1 Built Form (Built Form Policy); and
- Leederville Masterplan.

The LDP would be used to supplement this local planning framework and provide site-specific requirements to guide the redevelopment of the subject site. The LDP proposes to include requirements to control the building envelope. These requirements are generally over and above the requirements of the R Codes Volume 2 and the Built Form Policy and would result in an improved built form for the site. The LDP also proposes a number of community benefits which would contribute towards activity and infrastructure within

the Leederville town centre. These would be over and above the local planning framework which does not currently provide for any such requirements.

Once a LDP is approved, development approval would be required to be obtained. A future development application would be assessed against the provisions of the LDP, in addition to any other applicable policies under the local planning framework.

Local Development Plan

The subject site currently consists of a two-storey commercial development. The subject site does not form part of the City's Frame Court carpark. A location plan is included as **Attachment 1**.

The proposed LDP is included as **Attachment 2** and consists of three sections, being Design Objectives, Development Incentives for Community Benefit, and Development Controls. The Design Objectives provide overarching guidance as to the intended development outcome. The Development Incentives for Community Benefit outline a number of items which would be provided for as part of the future development application.

The Development Controls outline the built form provisions which a future development application would be assessed against. These seek to facilitate the future redevelopment of the site as a mixed use development, consisting of two towers and approximately 230 dwellings. The towers would be 25 storeys and 17 storeys respectively. The applicant's supporting report is included as **Attachment 3**, and technical documents are included as **Attachment 4 – 9**. These technical documents include previous confirmation from the Western Australian Planning Commission (WAPC) that an LDP is required for the subject site, Place Strategy, Transport Impact Assessment (TIA), Design Review Panel (DRP) presentation and Landscape Concept, Social Infrastructure Study and Economic and Social Outcomes of Community Benefits.

BACKGROUND:

Landowner:	Perpetual Corporate Trust
Applicant:	Hatch Roberts Day
Date of Application:	18 February 2021
Zoning:	MRS: Urban
_	LPS2: Zone: Regional Centre R Code: No R Code
Built Form Area:	Town Centre
Lot Area:	4,306m²
Right of Way (ROW):	No
Heritage List:	No

The subject site is located between the existing Water Corporation site to the east, and the City-owned Frame Court public carpark to the west. The subject site is separated from existing commercial development to the north by a 5.0 metre wide Water Corporation drainage reserve which connects the Water Corporation site to Oxford Street. Vehicle access to the subject site is provided from Frame Court to the south. Frame Court connects to Leederville Parade to the south. The extension of Frame Court through the Water Corporation site to Newcastle Street is not formalised as a dedicated road.

Local Planning Scheme and Built Form Policy

The subject site and surrounding properties are zoned Regional Centre under the City's Local Planning Scheme No. 2 (LPS2) and are within the Built Form Policy's Town Centre built form area. The subject site does not have R Code applied under LPS2. In accordance with the Built Form Policy, development would currently be assessed against the R-AC3 density code of the R Codes Volume 2.

Leederville Masterplan

The subject site is also located within the Leederville Masterplan area. The Leederville Masterplan was adopted in 2012 and currently guides development within the Leederville Town Centre. The subject site and adjoining properties to the north, south and east are located within Precinct 8 – Network City. This identifies the subject site as having a height of five storeys. A future development on the corner of Newcastle Street and Loftus Street of between 16 and 24 storeys is identified under this precinct.

The Frame Court carpark to the west is located within Precinct 6 – Oxford Town Square under the Leederville Masterplan. This identifies a future development between eight and 16 storeys on the Frame

Court carpark site. A second development between eight and 16 storeys high is also identified under this precinct at the corner of Leederville Parade and Oxford Street. It is outlined that the aim of this is to create a new mixed use residential tower adjacent to and in conjunction with a new civic square.

Leederville Precinct Structure Plan

Leederville is identified as being a Secondary Centre in accordance with the Western Australian Planning Commission's (WAPC) State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2). In accordance with SPP 4.2, the City has prepared the Leederville Precinct Structure Plan (LPSP) which will replace the current Leederville Masterplan and guide future development within the locality.

At its meeting on 14 September 2021, Council recommended that that WAPC approve the LPSP subject to modifications. The LPSP is required to be approved by the WAPC before it becomes operational.

Under the LPSP the subject site and surrounding properties would be zoned Mixed Use R-AC0. The subject site and property to the east would be located within the Cityscape Precinct. This identifies an acceptable height standard of 18 storeys, which could increase to a maximum height of 23 storeys subject to bonus criteria being met. The properties to the north and the Frame Court carpark are located within the Urban Frame Type A. This identifies an acceptable height of 10 storeys, which could increase to a maximum of 14 storeys subject to achieving the bonus criteria.

DETAILS:

Summary Assessment

The LDP proposes Development Controls which relate to the following elements:

- Building height;
- Setbacks;
- Building depth and separation;
- Car parking;
- Tree canopy;
- Public domain interface;
- Podium and tower design elements;
- · Aesthetics; and
- Noise.

These provisions either replace, amend or augment existing requirements of the local planning framework. Where the LDP is silent the existing requirements of the Leederville Masterplan, Built Form Policy and/or R Codes Volume 2 would continue to apply. The table in **Attachment 10** details the assessment of these Development Controls.

CONSULTATION/ADVERTISING:

Public Consultation

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 21 days between 24 May 2021 and 15 June 2021. The method of advertising included a sign on site, notification in the local newspaper, and 3,629 letters mailed to all owners and occupiers within 750 metres of the subject site (as shown in **Attachment 1**) in accordance with the City's Policy No. 4.1.5 – Community Consultation (Consultation Policy).

In addition to this, consultation also included email notification to those who had previously submitted on the Design Leederville project, a social media post, and the proposal formed part of the City's Consultation Open Day which was held on 29 May 2021.

The City received a total of 52 submissions, comprising of 14 support, 33 objections, and five expressing concern but not specifically supporting or objecting to the proposal.

The locations of the submitters relative to the LPSP area are outlined in the table below:

Submissions Received	Within LPSP Area	Outside LPSP Area	Total
Support	15.4%	11.5%	26.9%
Object	38.5%	25%	63.5%
Concerns but neither supporting or objecting	5.8%	3.8%	9.6%

The main issues raised in the submissions received related to the following matters:

- The proposal detrimentally impacting on the character of the Leederville town centre and the amenity of surrounding properties in relation to the height, bulk and scale sought;
- The aesthetics of the development not being in keeping with the character of Leederville;
- Concerns over how landscaping would be implemented as part of a future development;
- The integration of a development of the size and scale proposed and this resulting in a poor public realm outcome;
- Compromised amenity of the future apartments in relation to visual privacy and access to winter sun;
- Insufficient community benefits provided as part of the LDP to offset the size and scale of the development; and
- The impact of traffic on the surrounding streets which are already congested; and
- Concerns over the future car parking provision of the development and how this would impact on the accessibility of parking within Leederville were also raised.

One of the submissions in support was provided from Leederville Connect. The key comments from this submission are summarised below:

- The placement of the development begins to step down the massing of developments towards the centre of Leederville. Tall developments could be accommodated along the Mitchell Freeway and Loftus Street where the impacts of overshadowing are less of an issue;
- The appearance of the towers does not capture the character of Leederville and do not integrate with the podium. This should be reconsidered to better respond to the Leederville character. The design and treatment of the podium is supported, and can be further refined as needed as part of the future development application;
- The design of the streetscape and public realm elements should be strengthened to reflect a sense of place to Leederville and be functional and useable by all members of the community;
- The laneway and street movement elements are strongly supported. The City and Water Corporation to support place making initiatives through their own landholdings;
- The provision of community benefits is supported. In doing so opportunities for additional community purposes spaces to be provided adjacent to the Water Corporation infrastructure should be explored as part of future activation of this elevation. Extended timeframes for the community benefits should also be considered rather than being framed as a minimum of 10 years; and
- Further sustainability initiatives should be committed to, in addition to the One Planet Living Principles. Leederville connect would support further dialogue with the City and surrounding landowners to develop Leederville as an example of sustainable urbanism.

A summary of the submissions received and Administration's response is included as **Attachment 11**. The applicant's response to the submissions is included as **Attachment 12**.

Agency Referrals

Department of Planning, Lands and Heritage (DPLH)

The City referred the application to the DPLH, seeking clarification on which of the proposed Development Controls would require the further approval of the WAPC, and inviting any other comments on the proposal.

In its response the DPLH advised the following:

- The LDP is the function of comprehensive work and would apply to a secondary centre for which significant planning has been undertaken;
- Comments are provided only on elements which would require WAPC approval. These elements which would require WAPC approval seem appropriate for the subject site given its context;
- In accordance with the R Codes Volume 2, the elements related to Tree Canopy, including deep soil
 areas and number of trees would require WAPC approval, which seek to amend the existing acceptable
 outcomes;

- WAPC approval should also sought for the Car Parking provision related to car sharing, which seeks to augment the existing acceptable outcomes related to car parking of the R Codes Volume 2; and
- In seeking WAPC approval, it would need to be demonstrated that the amendment/augmentation:
 - Is warranted due to a specific need related to that particular locality or region;
 - Is consistent with the Element Objectives of the R Codes Volume 2; and
 - Can be properly implemented and audited by the decision maker as part of the ongoing building approval process.

Administration's assessment of the proposed Development Controls is outlined below in the Comments section. Should the LDP be approved by Council, it would be subject to the necessary WAPC approval for the Tree Canopy and Car Parking provisions to be obtained.

Main Roads WA (MRWA)

As part of the community consultation, MRWA was notified of the proposal as a landowner within the advertising radius.

MRWA advised that it did not object to the proposal, and provided the following comments:

- The building façade materials should be non-reflective so as to not impact upon drivers on the Mitchell Freeway;
- The LDP has addressed the noise considerations of State Planning Policy 5.4 Road and Rail Noise (SPP5.4). It is noted that any future development would be required to comply with SPP5.4; and
- A TIA is to be prepared in support of any future development application, inclusive of a SIDRA analysis. A SIDRA analysis considers the impact of traffic movements on the surrounding intersections.

The comments in respect to the building façade are noted and would be a consideration as part of a future development application. Administration's comments in respect to noise and traffic are outlined in the Comments section below. It is noted that following the consultation period, the applicant provided an updated TIA which included a SIDRA analysis. Any subsequent development application would be referred to MRWA.

Water Corporation

As part of community consultation, the Water Corporation was notified of the proposal as a landowner within the advertising radius. The comments provided were in regard to infrastructure requirements as well as the LDP impact on its landholding.

In regard to infrastructure, the Water Corporation advised that the developer is required to liaise with the Water Corporation to determine whether there would be upgrades required to water and wastewater infrastructure to service the development. The developer would also be required to fund any costs associated with protecting or modifying any existing drainage infrastructure which runs along the northern boundary of the subject site. Administration has forwarded these comments to the applicant.

In regard to the LDP, the Water Corporation advised:

- The nil setback to the northern boundary is not supported. The proposed boundary wall height would be imposing and not be conducive to good place making or create a high level of amenity for pedestrians. The bulk and scale impact of this boundary wall would be unlikely to be offset by public art and landscaping treatment, and there is no guarantee that future adaption to activate this space would occur. A nil setback may also create an inequitable situation where a greater setback is required for a future development on the property on the northern side. Introducing a setback would be the most equitable solution to creating a quality public space;
- The TIA makes assumptions regarding the availability of road connection from Frame Court through to Newcastle Street. The existing connection through the Water Corporation land is privately owned. While the public are informally permitted to use this as a thoroughfare, there are times where this not available and is dependent on operational requirements. This should be addressed through the TIA;
- Given this connection is not guaranteed, further investigation of the impact on the Frame Court and Leederville Parade intersection should occur, particularly regarding congestion during the AM peak period;
- The southern public plaza would experience significant overshadowing and is unlikely to be a quality open space, particularly in winter;

- The William Traylen Gardens is private property. This should not be relied on as public open space for any future development of the subject site, as this may be relocated in the future as part of any redevelopment of the Water Corporation land; and
- Adequate parking should be provided as part of the development, so as to not exacerbate pressure on public parking in Leederville, the Frame Court carpark in particular is utilised by employees of the Water Corporation.

Administration's comments in respect to the acceptability of the northern boundary wall, landscaping and traffic are outlined in the Comment section below. In regard to parking, the LDP does not propose any requirements related to car parking.

Any future development application would be assessed against the requirements of the R Codes Volume 2 for residents and visitors, and the City's Policy No. 7.7.1 – Non-Residential Development Parking Requirements (Parking Policy) for the commercial component.

Design Review Panel (DRP):

Referred to DRP: Yes

The below table demonstrates how the proposal has progressed through the DRP process in accordance with the Ten Principles of Good Design following its formal lodgement as a LDP:

Design review progress report						
Design quality evaluation						
Supported						
Pending further attention – refer to de	tailed comm	ents provided				
Not supported						
Insufficient information for comments	to be able to	be provided.				
	DRP 1	DRP 2	DRP 3	DRP 4	DRP 5	
	3 July 2019	16 October 2019	22 April 2020	19 May 2021	25 August 2021	
Principle 1 - Context and character						
Principle 2 - Landscape quality						
Principle 3 - Built form and scale						
Principle 4 - Functionality and build quality						
Principle 5 - Sustainability	No					
Principle 6 - Amenity	colours provided					
Principle 7 - Legibility	provided					
Principle 8 - Safety						
Principle 9 - Community						
Principle 10 - Aesthetics						

Prior to formal lodgement, the concept for the proposal and a draft LDP were presented to the City's DRP on three occasions, being 3 July 2019, 16 October 2019 and 22 April 2020.

Following formal lodgement the proposal was presented to the DRP on 19 May 2021. The key comments from the DRP from this meeting are summarised as follows:

- DRP remains supportive of the development concept and reiterates that given the discretion sought, the strength of provisions is important to ensure that the development outcome envisioned by the concept plan is secured.
- The LDP should define the grain and character of Leederville, and incorporate this into the development provisions, including at the tower level. The towers currently present as heavily glazed and don't appear to reflect the existing character. Given the town centre doesn't currently have development of this scale

it is important that the towers are designed to respond to this context and that this requirement is reflected in the LDP provisions.

- Ensure that the treatment of massing and scale are addressed. These should be expressed from the supporting concept plan to ensure that such an outcome will be secured. Visual expression of these would assist
- Definition of pedestrian canopy and what the role of this is in the development should be articulated.
- The LDP to include defined floor to floor heights for the ground to podium and the podium to the top of the tower/s.

Following this the applicant submitted an amended LDP in response to the comments provided from the DRP and in response to the submissions received through the community consultation. The key changes to the Development Controls include:

- Inclusion of maximum heights in metres for the podium and towers;
- Inclusion of a new provision for ground floor spaces to be provided with a floor to ceiling height of 5.0 metres. This would accommodate servicing needs to support future adaption of tenancies;
- Inclusion of a new provision for the building structure to be design to facilitate the provision of future ground floor tenancies adjacent to the Water Corporation Infrastructure. This infrastructure is located along the northern boundary of the site; and
- Inclusion of wording within the Aesthetics clause to make reference to materials, colours and finishes being natural, tactile and visually interesting to reflect the diverse and eclectic character of the Leederville town centre. A new figure was also included which provides example material palletes.

The amended LDP was presented to the DRP on 25 August 2021. The key comments from the DRP from this meeting are summarised as follows:

- Supportive of the response to the Leederville character, and this should be followed by a detailed urban design study to accompany a future development application;
- The sustainability concepts are extensive and are supported, noting that the LDP no longer requires an assessment against the One Planet Living principles;
- A fine grained approach to encourage pedestrian movement around the site is embedded within the LDP; and
- The provisions of the LDP include meaningful elements to mitigate the massing and scale of the development.

The minutes from each of these DRP meetings are included as Attachment 13.

It is noted that any future development application would be reviewed by the DRP as part of its assessment. This would provide opportunities for issues related to detailed design elements to be further resolved.

LEGAL/POLICY:

- Planning and Development Act 2005;
- Planning and Development (Local Planning Schemes) Regulations 2015;
- Directions 2031 and Beyond;
- Perth and Peel @ 3.5 Million;
- City of Vincent Local Planning Scheme No. 2;
- State Planning Policy 4.2 Activity Centres in Perth and Peel
- State Planning Policy 5.4 Road and Rail Noise;
- State Planning Policy 7.3 Residential Design Codes Volume 2 Apartments;
- Policy No. 4.1.5 Community Consultation;
- Policy No. 7.1.1 Built Form Policy; and
- Policy No. 7.7.2 Car Sharing.

Planning and Development (Local Planning Schemes) Regulations 2015

In accordance with Schedule 2 Clause 47(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, a LDP may be prepared where both the Western Australian Planning Commission (WAPC) and the local government considers it is required for the purposes of orderly and proper planning. The WAPC provided its agreement to the preparation of a LDP to facilitate the future development of the subject site on 11 October 2016.

In accordance with Schedule 2 Clause 77(1) of the *Planning and Development (Local Planning Schemes)*Regulations 2015 and Part 14 of the *Planning and Development Act 2005*, the applicant would have the right to apply to the State Administrative Tribunal for a review of Council's determination.

R Codes Volume 2

The R Codes Volume 2 outline that some elements may be amended, replaced or augmented by the City without the WAPC's approval, while other elements can only be amended with the WAPC's approval. Proposed modifications to the relevant Acceptable Outcomes would need to demonstrate that these remain consistent with the relevant Element Objectives.

Pursuant to Clause 1.2.2 of the R Codes Volume 2, WAPC approval would not be required for the proposed Development Controls related to:

- · Building height;
- Setbacks;
- Building depth and separation;
- Public domain interface:
- Podium and tower design elements;
- Aesthetics; and
- Noise.

Delegation to Determine Applications:

The LDP is being presented to Council, as per the City's Register of Delegations, Authorisations and Appointments, all LDP's are to be determined by Council.

Schedule 2 Clause 52(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires the City to determine an LDP within 60 days of the conclusion of the advertising, or a longer period of time agreed with the applicant. Administration has agreed with the applicant for the proposed LDP to be determined at the 12 October 2021 Council Meeting.

RISK MANAGEMENT IMPLICATIONS:

There are minimal risks to Council and the City's business function when Council exercises its discretionary power to determine a LDP.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's Strategic Community Plan 2018-2028:

Innovative and Accountable

We are open and accountable to an engaged community.

SUSTAINABILITY IMPLICATIONS:

The City has assessed the LDP against the environmentally sustainable design provisions of the City's Policy No. 7.1.1 – Built Form. These provisions are informed by the key sustainability outcomes of the City's Sustainable Environment Strategy 2019-2024, which requires new developments to demonstrate best practice in respect to reductions in energy, water and waste and improving urban greening.

PUBLIC HEALTH IMPLICATIONS:

This report has no implication on the priority health outcomes of the City's Public Health Plan 2020 – 2025.

FINANCIAL/BUDGET IMPLICATIONS:

Nil.

COMMENTS:

Design Objectives

The LDP includes a number of Design Objectives. These objectives have been aligned with the principles of the City's Strategic Community Plan, being Enhanced Environment, Accessible City, Connected Community, Thriving Places, Sensitive Design, and Innovative and Accountable.

Regard is to be given to these objectives in assessing any future development application, particularly should a departure from the Development Incentives for Community Benefit or Development Controls be proposed.

Development Incentives for Community Benefit

The R Codes Volume 2 provides guidance for the establishment of development incentives in exchange for the provision of community benefits for specific sites. The LDP proposes a number of Community Benefits to be provided through a future development application. These were informed by a Social Infrastructure Study undertaken by the applicant. This is included as **Attachment 8**.

Following the community consultation the applicant made a number of modifications to the proposed Community Benefits. Key modifications included:

- Consolidating the build-to-rent and co-ownership arrangements related to affordable housing into one Community Benefit;
- Including a new Community Benefit to facilitate a 3 metre wide north-south pedestrian link along the western boundary. This would be facilitated through future modifications to the Frame Court carpark;
- The removal of One Plant Living targets which were previously identified. These were removed as they were not able to be clearly defined or measured.

The acceptability of each of the proposed Community Benefits having regard to the Element Objectives of the R Codes Volume 2 is outlined below.

Affordable Housing

The LDP requires a minimum of 10 percent of the build-to-rent apartments to be provided as affordable housing with subsidised rent. To facilitate this, a strategy would be required to be submitted with a future development application outlining the management and operation details.

The current lack of affordable housing with Leederville was identified as a gap through the Social Infrastructure Study. The proposed Community Benefit would contribute towards providing affordable housing within the Leederville Town Centre. This is clearly defined and capable of being implemented through a condition of development approval to provide an Affordable Housing Management Strategy.

Dwelling Diversity

The LDP requires a minimum of 20 percent of apartments to be provided for as studio and/or one bedroom apartments, and a minimum of 10 percent of apartments to be three or more bedroom dwellings.

The R Codes Volume 2 requires dwelling mix to be provided with 20 percent of apartments having differing bedroom numbers where there is no specific target identified in the local planning framework. The proposal would establish a measurable target to be achieved and would be assessed as part of a future development approval. Providing for a range of dwelling types and sizes would cater for changing community demographics and needs.

Public Realm

The LDP requires the provision of publicly accessible plaza spaces on the northern and southern sides of the subject site. The northern plaza would be 250 square metres and the southern plaza 200 square metres; The public spaces are to be designed to provide opportunities for alfresco seating and as an informal meeting space, with 135 square metres of deep soil areas and two large trees to be provided across the plaza areas. A Landscaping and Public Realm Plan would be required to be submitted with a future development application to include details of this design.

The Social Infrastructure Study identified that the town centre is a highly urbanised area, but lacks urban spaces and green infrastructure. The LPSP identifies that subdivisions (including built strata) involving three or more lots being required to provide 10 percent of the site area as Public Open Space (POS), or provide a cash in lieu contribution equivalent to this. This is consistent with the City's POS Strategy which seeks to create additional and improved public space outcomes.

The proposed 450 square metres of public plazas would equate to 10.4 percent of the area and would be consistent with the intent of the LPSP and POS Strategy to increase public spaces within the Leederville Town Centre. The requirements for these public plaza spaces are clearly defined and measurable, and would be assessed and condition as part of a future development approval.

Public Pedestrian Access Way and Site Linkages

The LDP requires the provision of a 1.5 metre wide pedestrian access way along the western boundary of the subject site, with activated frontages for the tenancies along the ground floor to be provided. In order to provide a 3 metre wide north-south pedestrian link, suitable arrangements would also be required to be made by the City in relation to modifications to the Frame Court carpark, adjoining the western boundary of the subject site. These modifications would involve the existing parking bays along the boundary being setback an additional 1.5 metres. This setback would result in achieving the total 3 metre wide north-south pedestrian link when combined with the proposed 1.5 metre setback for the development.

The Social Infrastructure Study identified that there is a lack of safe pedestrian connections into the town centre, with these environments often being dominated by car parks. The provision of a 3 metre wide path is consistent with the proposed pedestrian link identified within the LPSP. This would join with an east-west pedestrian link along the Water Corporation infrastructure to provide a connection into the heart of the town centre. There is adequate space to allow for the works required to the Frame Court carpark while maintaining adequate manoeuvring space. The proposed modification would result in the removal of one existing parking bay.

The requirements are clearly defined, with the 1.5 metre setback on the subject site being assessed as part of a future development approval. The modifications to the Frame Court carpark would be secured through a condition of development approval, with these arrangements to outline responsibilities in relation to timing, cost and responsibility for undertaking these works.

Provision of Public Facilities on Private Land

The LDP requires the provision of public facilities within the development. These were updated following the Council Briefing to comprise of:

- A cultural production space and/or art gallery with a minimum floor area of 70 square metres;
- A community multi-purpose facility with a minimum floor area of 110 square metres; and
- A business incubator/co-working space of a minimum area of 60 square metres.

The LDP also provides for the use of the public art contribution to be used to assist with the arts curation and/or management of the cultural production space/art gallery.

The Social Infrastructure Study identified that there is a lack of arts and cultural space, as well as local infrastructure to provide spaces which encourage multiple functions and collaborative uses.

The requirements in respect to the public facilities are defined and would be assessed through a future development approval, with the uses capable of being implemented through a condition. The applicant has advised that the management of such facilities has not been determined, and would be established through a management plan to be imposed as a condition of development approval. If the City were to be involved in these facilities, further discussions would need to be undertaken with the applicant in respect to how this would be managed, resourced and funded to ensure this aligns with the City's Long Term Financial Plan and draft Asset Management Sustainability Strategy.

In respect to the public art contribution the City's Policy No. 7.5.13 – Percent for Public Art (Public Art Policy) identifies that the City may consider community arts programs as an alternative to physical artworks. The proposed use of the public art contribution for the curation of artworks or management of the cultural production space/art gallery would align with the objectives of the Public Art Policy, and would be implemented through a condition of development approval. It is noted that the use of the public contribution would not be permitted to be used for the establishment or fit-out of this tenancy.

Development Controls

Density

The LDP proposes the site to have an R Code of R-AC0. The site is currently not provided with an R Code under LPS2. In accordance with the Built Form Policy, as there is no R Code the site would be assessed against the R-AC3 code of the R Codes Volume 2.

The WAPC has two overarching frameworks relevant to the proposing, being Directions 2031 and Beyond (Directions 2031), and Perth and Peel @ 3.5 Million (Perth and Peel). Released in 2010, Directions 2031 outlines that the population of Perth is expected to grow to 3.5 million by 2031, and details how this would be accommodated through the planning framework. Subsequent to this, Perth and Peel was released in 2018 and provides a long term strategy on how the density targets of Directions 2031 could be delivered by 2050.

These documents outline the need 215,000 new dwellings to be provided within the Central sub-region, of which the City forms part of. To achieve this it is intended that new high density infill development occur within activity centres, to minimise incremental infill and higher-density development occurring outside of centres and within traditional suburban areas.

The proposed LDP seeks to provide a high density development of approximately 250 dwellings within Leederville, which is identified as a Secondary Centre under SPP 4.2. The density of the development is consistent with the intent of the recently endorsed LPSP which is awaiting approval from the WAPC. The scale of the proposal would assist the City in achieving its infill targets by providing density within the consolidated Leederville Town Centre. The LDP includes a number of Development Controls, which would function in addition to the existing controls of the Built Form Policy and R Codes Volume 2 to ensure that a high quality outcome is achieved.

Minimum Setbacks and Boundary Wall Height

The LDP proposes to amend Clause 8.3 of the Leederville Masterplan and Acceptable Outcome A1.2.1 and A1.3.1 of the Built Form Policy in relation to setbacks. The LDP proposes:

- Nil setbacks to the northern and southern (except in the location of the plazas) and eastern boundaries, to a height of five storeys, and 1.5 metres from the western boundary for the podium; and
- The towers being setback a minimum of 2 metres to the north, 6 metres to the south and 3 metres to the east and west.

The Leederville Masterplan requires the fourth storey and above to be setback a minimum of 5 metres from the street. The Built Form Policy permits nil setbacks to all lot boundaries, with no restriction on height. WAPC approval would not be required for this provision.

The proposed provisions are consistent with the Objectives of Elements 2.3 and 2.4 of the R Codes Volume 2 for the following reasons:

- It is noted that under the Built Form Policy, nil setbacks would be permitted for all boundaries, inclusive
 of the podium and towers and irrespective of height. The LDP seeks to introduce minimum setback
 requirements;
- The proposed setbacks to the north and south of the podium provide for a strong urban edge, while also incorporating landscaping as part of the plazas. The Development Controls provide for active frontages on the ground floor, with the podium to be articulated to mitigate perceptions of bulk and scale and provide passive surveillance to the public ream. Apartments would be located above the ground floor which would provide opportunities for passive surveillance whilst maintaining visual privacy. Active frontages on the ground floor would also provide for casual and perceived surveillance of the public realm;
- In addition to the active frontage and apartments above, the 1.5 metre podium setback to the west would provide for a transition between the public and private realm through the provision of a north-south pedestrian link. This setback would enhance opportunities for pedestrian legibility around the site and into the town centre as this location has been identified as a future pedestrian link;
- The setbacks of the towers provide opportunities for communal open space and landscaping to be provided on the podium. The setbacks also provide for a separation from the boundaries which can allow for natural sunlight and ventilation; and

In respect to the podium boundary walls, nil setbacks are currently permitted with no limitation on height. The development abuts an easement for drainage infrastructure to the north. This drainage infrastructure is protected by an easement and has been identified as a proposed pedestrian link to connect the Water Corporation site to Oxford Street. The podium is proposed to have a nil setback to this portion of the northern boundary. While the ultimate outcome is for this to be a formalised pedestrian link, there is currently limited amenity in this area, given it adjoins the rear of existing two storey commercial developments which front onto Newcastle Street. The LDP has also provided for provisions to support the future adaption of the ground floor into active tenancies in the future. To the east the development abuts uncovered parking bays and plant equipment on the Water Corporation site, with uncovered parking bays and plant equipment adjacent to the proposed development. The provision of a five storey boundary wall would not significantly impact on the amenity of this area, and it is noted that any future development application would need to address how this would be treated.

Building Height

The LDP proposes to amend Clause 8.1 of the Leederville Masterplan and Clause A1.1.1 of the Built Form Policy. The LDP proposes a height of 25 storeys for the eastern tower and 17 storeys for the western tower. The Leederville Masterplan currently permits a height of five storeys for the subject site, while the Built Form Policy permits a height of six storeys. WAPC approval would not be required for this provision.

Following the Council Briefing the LDP was updated to require the submission of a Wind Impact Assessment with any future development application. This would assess the wind impacts generated by the proposal and outline whether this would adversely impact on the development or adjacent ground areas. Should adverse impacts be identified, this would also include recommendations on how these will be mitigated.

The proposed provisions are consistent with the Objectives of Element 2.2 of the R Codes Volume 2 for the following reasons:

- The subject site is identified as five storeys under the current Leederville Masterplan, however increased building heights are permitted under this on adjoining properties. Adjoining the subject site to the east, a future development between 16 and 24 storeys is permitted on the corner of Newcastle Street and Loftus Street (which owned by the Water Corporation). Adjoining the subject site to the west, a future development between eight and 16 storeys on the Frame Court carpark site (which is owned by the City). A second development between eight and 16 storeys high is also identified under this precinct at the corner of Leederville Parade and Oxford Street. The proposed height is not inconsistent with this context, due to this area being identified as appropriate for significant building height through both the current Leederville Masterplan and LPSP;
- The proposed stepping of the tower heights provide a transition of development, with the proposed 17 storey western tower transitioning to lower height areas where a maximum of 16 storeys is permitted.
 The proposed 25 storey eastern tower would transition to areas where a maximum height of 24 storeys is permitted on the Water Corporation site;
- Under the LPSP the subject site and property to the east would be located within the Cityscape
 Precinct. This identifies an acceptable height of 18 storeys, which could increase to a maximum height
 of 23 storeys subject to bonus criteria being met. As outlined below, the proposal would achieve the
 necessary Mandatory and 100 points of the Additional Criteria to be permitted the additional height of 23
 storeys:

Mandatory Criteria

- A TIA has been provided to contemplate the impact of the additional vehicular movements resulting from the proposed density;
- Any future development application would be required to satisfy the environmentally sustainable design provisions of the Built Form Policy. This would require any future development to submit either a 5 star Green Star report, or a Lifecycle Assessment which considers the whole-of-life impacts of the development;
- The additional height would not adversely impact on the solar access of adjoining properties. This is due to the location of the site where any shadow would fall to Leederville Parade and the Mitchell Freeway;
- A servicing analysis would be provided with any future development application to determine the extent of any infrastructure upgrades required. The applicant would be required to liaise with the Water Corporation as part of this process;
- While the development proposes a shortfall in deep soil areas, it does propose a total of 767 square metres of on-structure planting. This exceeds the R Codes requirements for on-structure planting by 29.6 percent. Two large, 31 medium, and a minimum of 15 small trees are proposed. This also

exceeds the R Codes requirements for one large and 10 medium trees to be provided. A detailed Landscaping Plan would be required to be submitted with any future development application.

Additional Criteria

- Provision of affordable housing in accordance with the proposed Development Incentives for Community Benefit provisions of the LDP. This would be eligible for 50 points and would be secured through a condition of a future development approval;
- Provision of three public facilities, including a cultural production space and/or art gallery, a community multi-purpose facility, and a business incubator/co-working space in accordance with the proposed Development Incentives for Community Benefit provisions of the LDP. Each of these spaces would be eligible for a minimum of 10 points, equating to a total of 30 points, and would be secured through a condition of a future development approval; and
- Provision of a north-south pedestrian link. The proposed 3 metre width is proposed to be shared between the subject site and the City-owned Frame Court carpark. While this is less than the 4 metre width specified, it is noted that the LPSP shows this pedestrian link straddling the lot boundaries and not provided wholly with the subject site. The LPSP does not specify how much of a contribution would be required on either site. As noted above, works would be required within the car park to facilitate this link through a 1.5 metre setback being provided between the parking bays and the eastern boundary. To provide a setback greater than 1.5 metre would require the removal and reorientation of parking bays. This extent of works would not be supported by Administration, and the 3 metre wide pedestrian link is appropriate to satisfy this criteria, having regard to the location and intent of the LPSP. Given the width provided on subject site is 1.5m and therefore half of the total width of the pedestrian link, this would not be eligible for the available 40 points. The pedestrian link would be eligible for 20 points as the provision of this space is evenly shared between the subject and adjoining site and would be secured through a condition of a future development approval;

In addition to these 100 points, the development would also have the potential to achieve a further 45 points for Additional Criteria, depending on the final Green Star (or equivalent) rating achieved and the amount of universal designed dwelling proposed;

- While the proposal would achieve the criteria to allow for a height of 23 storeys at 82 meters, the eastern tower is proposed with a height of 25 storeys at 81.9 meters. The subject site is 14.1 metres Australian Height Datum (AHD) at its lowest point creating a height from mean sea level of 96 metres. A diagram outlining this is included as **Attachment 14**. The apartments would be provided with minimum floor to ceiling heights of 3.2 metres. These heights significantly exceed the minimum 2.7 metres required under the R Codes Volume 2 and would greatly increase the amenity available by optimising access to natural sunlight and ventilation;
- The proposal would provide for communal open space on the podium level, with the design of these to be addressed as part of any future development application;
- Given the location of the subject site on the periphery of the town centre and the context of the surrounding developments, there would be no impact on daylight and solar access to residential developments. The nearest residential development is located to the north of the subject site and along Newcastle Street. The R Codes assesses the impact of overshadowing based on the shadow cast at midday of 21 June, which would fall directly to the south. The shadow from the proposal would fall to the south, and onto the Water Corporation landholding, which consists of its administration building, a carpark and a portion William Traylen Park (which is privately owned and not counted as POS). The shadow cast would also extend onto Leederville Parade and the Mitchell Freeway. The applicant has also modelled the overshadowing throughout the year and is included within **Attachment 3.** In regards to the City's infrastructure, being Oxford Street Reserve and Leederville Skate Park. This modelling identifies that at its worst, shadow falling to the west would be predominantly contained to the Frame Court carpark and not extend to the current Oxford Street reserve. In respect to the Leederville Skate Park the shadow would fall largely to areas which are already roofed or covered by tree canopy. It is noted that through the LPSP Council resolved for the Leederville Skate Park to become formalised POS and be combined with the existing Oxford Street Reserve;
- The LDP proposes a number of provisions to ensure that articulated facades are provided to both the
 podium and tower elements to create a human scale and reduce impacts on bulk and scale. These
 have been supported by the City's DRP which noted that the provision of two towers with curved
 facades would assist to mitigate bulk and scale compared to a single tower. The location of the subject
 site on the periphery of the town centre also assists to moderate the impacts of bulk and scale from the
 proposal; and
- The applicant has provided visual impact studies to determine the impact based on particular vantage points within the town centre and beyond. This is included within **Attachment 3**. The vantage points include the corners of Oxford and Newcastle Street, Newcastle Street and Carr Place, Oxford Street

and Vincent Street, Oxford Street and Scarborough Beach Road, Oxford Street and Leederville Parade, Loftus Street and Leederville Parade, and Loftus Street and Newcastle Street. The study concluded that the visual impact was negligible or low for these, based on the proximity of the vantage point to the subject site, limited public view from other existing buildings, receptors most likely to be motorists rather than pedestrians, or there being limited visual value from the current view. The exception was the view from Loftus Street and Newcastle Street, which concluded that the visual impact would be moderate. This was deemed to be moderate because the proposal would not be screened by existing buildings and vegetation. Notwithstanding this, there would be no impact on the existing views of the built form character of the town centre as this is not currently visible from this location.

Building Depth

The LDP proposes to amend Acceptable Outcome A2.6.1 of the R Codes Volume 2 by increasing the maximum building depth permitted for single aspect apartments from 20 metres to 24 metres for the western tower and to 25 metres for the eastern tower. WAPC approval would not be required for this provision.

The proposed provision is consistent with the Objectives of Element 2.6 of the R Codes Volume 2 for the following reasons:

- The subject site is provided with a northern orientation which would support apartment layouts to optimise daylight and solar access, along with natural ventilation; and
- The proposed Development Controls would require articulation through major openings and balconies, as well as minimum apartment floor to ceiling heights of 3.2 metres. This would assist in articulating the building and optimising access to sunlight and ventilation. Any future development application would need to demonstrate consistency with the Element Objectives of the R Codes Volume 2 in respect to these elements.

Building Separation

The LDP proposes to amend Acceptable Outcome A2.7.1 of the R Codes Volume 2 by reducing the minimum setbacks between the towers from 24 metres to a minimum of 12 metres and an average of 24 metres. WAPC approval is not required for this provision.

The proposed provision is consistent with the Objectives of Element 2.7 of the R Codes Volume 2 for the following reasons:

- The towers would be offset from each other, with the internal setbacks varying between 12 metres and approximately 36 metres. This separation assists to provide for a sense of space between the towers. The separation between the towers would assist in providing access to sunlight and natural ventilation;
- Any future development application would need to demonstrate consistency with the Element
 Objectives of the R Codes Volume 2 in respect to visual and acoustic privacy being achieved between
 apartments. This would be dependent on the location of major openings and balconies;
- The proposed Development Controls provide for landscaping to be provided as part of the communal open space located on the podium, as well as on the towers themselves. The dimensions and sizes of balconies, as well as the amenity of these private open space areas would need to demonstrate consistency with the Element Objectives of the R Codes Volume 2, through the future development application.

Car Parking

The LDP proposes to augment the Acceptable Outcomes of the R Codes Volume 2 by requiring the provision of a minimum of two share car bays with the development. Element 3.9 of the R Codes Volume 2 does not include any Acceptable Outcome related to car sharing services. WAPC approval would be required for this provision.

The acceptable outcomes of Element 3.9 of the R Codes Volume 2 would continue to apply in addition to the proposed provision, and the requirements of the City's Policy No. 7.7.1 – Non-Residential Development Parking Policy.

The proposed provision is consistent with the objectives of Element 3.9 of the R Codes Volume 2 as it would provide for an alternative mode of transport to private vehicle use. This would also be consistent with the City's Policy No. 7.7.2 – Car Sharing (Car Sharing Policy). This policy supports providing car share bays,

with these to be approved as part of any future development approval and a condition to be imposed relating to the management and operation details.

Any future development application would be required to demonstrate consistency with this policy, in addition to providing resident, visitor and non-residential parking in accordance with the respective requirements of the R Codes Volume 2 and Parking Policy.

Tree Canopy

The LDP proposes to amend Acceptable Outcomes A3.3.4, A3.3.5, and A3.3.7 of the R Codes Volume 2 by:

- Providing a total of 135 square metres of deep soil areas in lieu of 430.6 square metres. This equates to a shortfall of 6.9 percent deep soil areas;
- Providing a total of 767 square metres of on-structure landscaping across the podium and towers in lieu
 of 591.2 square meters. This equates to an additional 29.6 percent of on-structure landscaping; and
- Providing two large, 31 medium and a minimum of 15 small trees, in lieu of one large and 10 medium trees.

The remaining Acceptable Outcomes of Element 3.3 of the R Codes Volume 2 would continue to apply. WAPC approval would be required for these provisions. It is noted that the landscaping requirements of Clause 1.4 of the Built Form Policy have not been approved by the WAPC and do not apply.

The proposed provisions are consistent with the Objectives of Element 3.3 of the R Codes Volume 2 for the following reasons:

- The deep soil areas are provided on the ground floor and co-located with both the northern and southern plaza. Tree planting within each of these areas would contribute towards the amenity of these spaces and the pedestrian environment. In addition to green infrastructure, the plazas would also act as urban spaces and meeting places for the public, which would contribute towards activation around the building edge;
- The on-structure planting is provided across the development, including on the podium level as well as each of the towers. On-structure landscaping on the podium level would be co-located with communal open space areas and would contribute to providing resident amenity and a sense of open space between the towers, as well as softening the scale of the towers when viewed from the pedestrian level. Areas of on-structure landscaping have also been identified within voids within each of the towers. The provision of landscaping in these locations would further assist to soften the scale of the development when viewed from the wider area, and provide opportunities for increased natural light and resident amenity within each of the towers:
- The proposal provides for substantial planting of large, medium and small trees, which would be located across the northern and southern plazas, the podium level and the eastern and western towers. The provision of trees in these locations would positively contribute towards increased urban quality and green canopy to reduce the urban heat island effect. The requirement for 80 percent of the plazas to be provided as canopy coverage would further contribute towards increased amenity at the street level of the development; and
- The provision of on-structure landscaping and trees which exceed the requirements of the R Codes Volume 2 is appropriate given the shortfall in deep soil areas proposed, and the height and scale of the development. As outlined above the landscaping outcome would provide for an appropriate level of amenity across all levels of the development for pedestrians and residents, and would be consistent with the intent of the R Codes Volume 2 and the Built Form Policy in contributing towards greening of with urban centres. As part of any future development application a detailed Landscaping and Public Realm Plan would be required. This would assess the appropriateness of how these spaces would be designed and the species used. A condition of development approval would be imposed to ensure landscaping is implemented in accordance with this.

Public Domain Interface

The LDP proposes to:

 Amend Clause 4 of the Leederville Masterplan and Acceptable Outcome A1.8.1 of the Built Form Policy and augment the Acceptable Outcomes of Element 4.14 of the R Codes Volume 2 by requiring active ground floor frontages to be provided;

- Amend Clause 6 of the Leederville Masterplan and Acceptable Outcome A3.6.2 of the R Codes Volume 2 by requiring parking to be sleeved behind the podium and active land uses;
- Amend Acceptable Outcome A3.8.2 of the R Codes Volume 2 by requiring entrances to parking and service areas to be integrated as part of the façade and screened from the public realm;
- Augment the Acceptable Outcomes of the R Codes Volume 2 and Built Form Policy by requiring the resident entries to be defined and articulated; and
- Amend Clause 7 of the Leederville Masterplan, Clause A3.7.2 of the R Codes Volume 2 and A1.8.11 of the Built Form Policy in respect to the design of the pedestrian awning.

The remaining Acceptable Outcomes of the R Codes Volume 2 and Built Form Policy would continue to apply in addition to these. WAPC approval would not be required for these provisions.

The proposed provisions are consistent with the Objectives of Elements 3.6, 3.7, 3.8 and 4.14 of the R Codes Volume 2 for the following reasons:

- The provision of activated ground floor tenancies would provide an enhanced and vibrant streetscape. It
 is noted that the provisions of the Built Form Policy would continue to apply which specify design
 elements to achieve this through open and unobscured frontages;
- The location of ground floor parking in the podium would enhance the streetscape by providing an active frontage which screens this space from view of the public realm. The public realm would further be enhanced through the integration of vehicle entrances and service areas into the façade, this would reduce the visual impact of these spaces;
- The provision of a continuous awning is shown along the southern, western and a portion of the northern sides of the development. This would provide for weather protection for pedestrians. The design requirements for the awning are consistent with the Built Form Policy in respect to height and integration with existing trees and façade design; and
- The treatment of the pedestrian entries would provide these to address and interact with the public realm and provide for legibility and wayfinding around the development for residents and visitors.

Podium Design, Tower Design and Aesthetics

The LDP proposes to augment the Acceptable Outcomes of Element 4.10 of the R Codes Volume 2 and 1.8 of the Built Form Policy by:

- Requiring the podium façade to be articulated through the use, colours and materials, major openings
 and balconies, an accessible podium level, and treatment of resident entries. Ground floor tenancies
 would be required to have a minimum floor to ceiling height of 5 metres, with the building to be designed
 to accommodate future tenancies fronting the Water Corporation infrastructure; and
- Requiring the towers to be integrated with the podium design and articulated through the use of colours and materials, building design including the provision of major openings and balconies, and the inclusion of vertical landscaping.

The LDP also proposes to amend Acceptable Outcome A1.8.3 of the Built Form Policy in respect to the requirement for an Urban Design Study to be provided.

The Acceptable Outcomes of Element 4.10 of the R Codes Volume 2 and Clause 1.8 of the Built Form Policy would continue to apply in addition to these provisions. WAPC approval would not be required for the proposed podium design, tower design or aesthetic provisions.

The proposed provisions are consistent with the Objectives of Element 4.10 of the R Codes Volume 2 for the following reasons:

The provisions provide for specific elements to be incorporated to articulate the towers and reduce the perception of bulk and scale. This would be achieved through curved edges and horizontal elements to the tower, and the podium being articulated through active frontages and the inclusion of fine-grain detail and fenestration. Scale and mass from the façade would be further broken down by the provision of balconies and major openings, landscaping and the use of materials, colours and finishes. An Urban Design Study which establishes the Leederville character would be required to be submitted with any future development application. The colours, finishes and materials would be assessed against this to ensure these are appropriate for the context. This approach has been supported by the City's DRP. Any future development application would be referred to the City's DRP to ensure that the design measures have been appropriately incorporated to achieve the intent; and

• The internal functions of the development would be expressed and articulated through the inclusion of activated ground floor tenancies, major openings and balconies to the upper podium levels and towers, and the podium communal open space area.

Noise

The LDP proposes to augment the Acceptable Outcomes of the R Codes Volume 2 by requiring an acoustic report to be provided which addresses the entertainment and transport noise generated from within the town centre, the Mitchell Freeway and Joondalup train line. WAPC approval is not required for this provision, and the Acceptable Outcomes of Element 4.7 of the R Codes Volume 2 would continue to remain and apply.

The proposed provision is consistent with the Objectives of Element 4.7 of the R Codes Volume 2 for the following reasons:

- The City's Policy No. 7.5.21 Sound Attenuation requires an acoustic report to be provided which
 considers emissions from noise sources on the apartments, and whether any mitigation measures
 would be required to provide for adequate acoustic privacy. The proposed provision would add to this by
 accounting for entertainment noise emitted from venues within the town centre to ensure that an
 appropriate level of amenity is provided for future occupants;
- The WAPC's State Planning Policy 5.4 Road and Rail Noise requires consideration to be given to transport noise sources, such as the Mitchell Freeway, Loftus Street and the Joondalup train line. The provision of an acoustic report to address this is consistent with this State Planning Policy; and
- Any future development application would need to demonstrate consistency with the Element
 Objectives of the R Codes Volume 2 in respect to acoustic privacy being achieved between apartments,
 taking into account the locations of major openings and balconies.

Traffic

The City received submissions which objected to the proposal based on the impact of additional traffic on the local road network, in particular Leederville Parade. The applicant submitted a TIA in accordance with the WAPC's Transport Impact Assessment Guidelines (Transport Guidelines). This is included as **Attachment 6**.

The TIA has been reviewed by the City's Engineering team and identifies the following:

- The subject site is accessed by Frame Court, which connects to Leederville Parade. Leederville Parade
 provides a connection to both Loftus Street to the east and Oxford Street to the west. Newcastle Street
 is located to the northern side of the subject site. Frame Court is identified as an Access Road, with
 Leederville Parade, Newcastle Street and Loftus Street identified as District Distributor A. Oxford Street
 is identified as District Distributor B:
- Frame Court also extends through to Newcastle Street to the north, however this portion is not a
 dedicated road as it runs through the Water Corporation site;
- The traffic modelling anticipates the development to result in 63 additional vehicles during the AM peak period and 75 during the PM peak period;
- The traffic modelling anticipates that the intersection of Frame Court and Leederville Parade would maintain a good level of service during the AM peak period. It was noted that currently this intersection operates with queuing associated with the traffic signals at Loftus Street; and
- Traffic generated from the development would not lead to a deterioration of this intersection.

The City is satisfied with the findings of the TIA and notes the following:

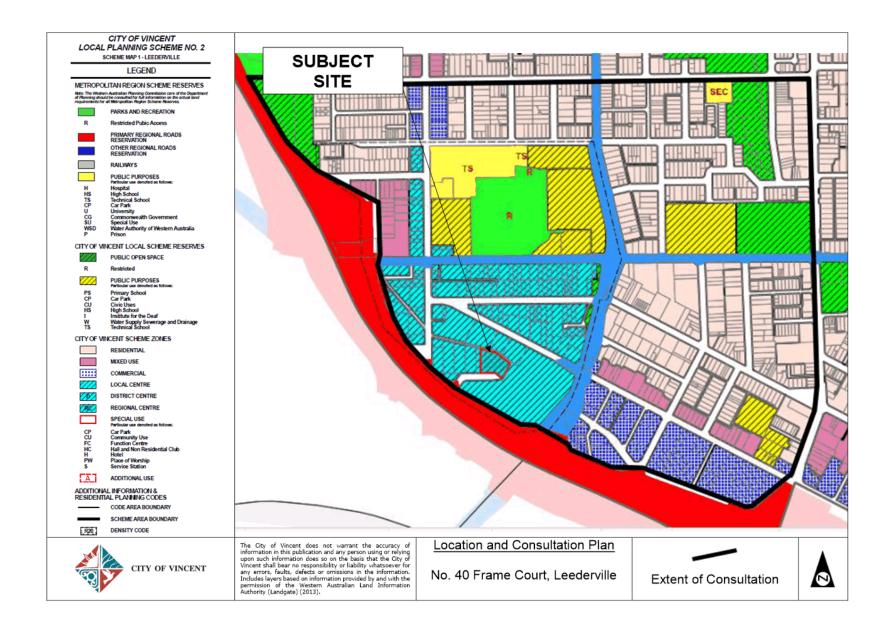
- The Transport Guidelines indicate that developments generating between 10 and 100 vehicle trips in the peak hour would have a moderate impact on the road network. The proposal would result in an increase of 63 and 75 vehicles utilising the Frame Court and Leederville Parade intersection respectively. This would result in an AM peak period increase of 9.1 percent and a PM peak period increase of 12.1 percent at this intersection;
- A SIDRA analysis was undertaken to assess the impact on this intersection during the AM peak period. The intersection is currently operating at a Level of Service A for all turning movements, which is the highest level of service. Vehicles waiting to turn currently experience average delays of between 0.7 and 8.6 seconds for vehicles waiting to turn. The SIDRA analysis identifies that as a result of the proposed development, the Level of Service A would be maintained with the exception of vehicles turning right from Frame Court onto Leederville Parade, vehicles approaching this intersection, and vehicles turning right from Leederville Parade onto Frame Court. These movements would reduce to

Level of Service B. This service reduction reflects increased delays for turning vehicles of between 11.0 and 13.9 seconds. Notwithstanding this, this intersection would continue to operate at a suitable level based on the modelling undertaken;

- MRWA is intending to undertake traffic management along Leederville Parade as part of its State Black Spot Program. These works would involve the construction of a central median on Leederville Parade. This would ultimately restrict Frame Court to left-in/left-out only, instead of being a full movement intersection. This was not accounted for in the SIDRA analysis but would remove delays along Leederville Parade for vehicles attempting to turn right into and out of Frame Court;
- These increases are within the acceptable threshold established by the Transport Guidelines. It is also noted that the TIA modelled traffic movements on a worst-case scenario and excluded movements occurring from the subject site to Newcastle Street through the Water Corporation site. This was excluded as this is not a dedicated road, and the thoroughfare is not always accessible by the public. Notwithstanding this, the LPSP identifies for this thoroughfare to be formalised, which would occur when the site is redeveloped. At this point the traffic movements generated by the development would have a second.

It is also noted that any future development application would be required to submit a further TIA to accompany the final details of the development. This TIA would need to adequately address traffic movements from the proposal, including the distribution of traffic through Frame Court, a further analysis of the performance of the Leederville Parade and Frame Court intersection within the regional context and any traffic management upgrades, and an updated SIDRA analysis projecting the performance of the intersection in 10 years in accordance with the Transport Guidelines. The TIA would also need to consider the modifications to the Frame Court intersection as a result of the central median along Leederville Parade.

Council recently endorsed its Accessible City Strategy (ACS) at its meeting on 18 May 2021. The ACS seeks to improve transport infrastructure throughout the City over time, facilitated through a mode shift in the way people travel. Through the implementation of the ACS it is anticipated that there would be a 19 percent reduction in car use and a five percent and 14 percent increase in the use of active and public transport respectively. The provision of a high density, mixed use development on the subject site within the Leederville Town Centre is consistent with the actions of the ACS to support this mode shift towards public and active transport use.





LOCAL DEVELOPMENT PLAN | LOT 101, 40 FRAME COURT, LEEDERVILLE

1. GENERAL PROVISIONS

- a) Where this Local Development Plan (LDP) is inconsistent with the City's Local Planning Scheme, the local planning scheme prevails. Where this local development plan is inconsistent with an adopted Precinct Structure Plan or Structure Plan, Local Planning Policy, Master Plan or Guidelines (e.g. Character Retention Area Guidelines), this Local Development Plan prevails
- b) In accordance with the Clause 1.2.2 of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R Codes Volume 2), this Local Development Plan contains provisions that amend or replace:
 - Acceptable Outcomes set out in Part 2, 3 and 4 of the R Codes Volume 2. The Element Objectives of the R Codes Volume 2 remain and apply.
 - The Acceptable Outcomes set out in Volume 2 Section 1 of the Built Form Policy. The Local Housing Objectives of the Built Form Policy remain and apply; and
 - Development requirements of any applicable Masterplan and/or Structure Plan. The aims and objectives of any applicable Masterplan and/or Structure Plan apply.

The provisions below detail which Acceptable Outcomes of the R Codes Volume 2 and the Built Form Policy have been amended or replaced by Acceptable Outcomes of the Local Development Plan. Refer to Table 3 for the summary of amendments and/or replacements.

- c) Unless provided for below, the provisions of State Planning Policy 7.3 Residential Design Codes (R Codes), Leederville Precinct Structure Plan and Local Planning Policy No. 7.1.1 – Built Form apply. Any State Planning Policy, Local Planning Policy, Structure Plan or other legislation that is applicable to this LDP that is amended or replaced will continue to be applicable to the development that is the subject of the LDP.
- d) Variations to the Sections 3 and 4 of this Local Development Plan may be approved at the time through a Development Application, provided that the development achieves the objectives of this Local Development Plan and the relevant objectives of the R Codes Volume 2, Built Form Policy, Masterplan, Structure Plan and/or Local Planning Policy (as applicable).
- e) This LDP is to be read in conjunction with the 40 Frame Court, Leederville Local Development Plan Report (May 2021).

2. DESIGN OBJECTIVES

The following design objectives are to be read in addition to the relevant objectives of the R Codes Volume 2, Built Form Policy, Masterplan, Structure Plan and/or Local Planning Policy (as applicable). These design objectives are to be satisfied as part of the assessment of a Development Application, including where a variation to the Acceptable Outcomes of this Local Development Plan are proposed.

ENHANCED ENVIRONMENT

- a) Development to identify and measure goals and targets for the following One Planet Living Principles: Health and Happiness, Equity and Local Economy, Culture and Community, Land and Nature and Travel and Transport.
- b) Development to deliver landscape quality through:
 - The retention of the existing trees adjacent to the site's western boundary through building setbacks;
 - Adequate in ground and on structure landscaping areas to facilitate planting of trees to contribute towards a high level of amenity of the development and public spaces); and
 - The integration of an innovative stormwater strategy in the proposed public plazas.
- c) Provide safe and attractive plazas that shall:
 - Be open to the sky;
 - · Be accessible to people of all abilities;
 - · Provide opportunities for stationary activity;
 - · Be lined with active frontages;
 - · Incorporate soft and hard landscaping elements; and
 - · Have access to sunlight.

ACCESSIBLE CITY

- Recognise the site's catalyst potential and ensure the development integrates with the surrounding precinct by:
 - Creating a legible pedestrian network by framing and activating Frame Court and the site's western frontage, and integrating with the Water Corporation Infrastructure Corridor;
 - Delivering two publicly accessible plaza spaces on the site's northern and southern boundary that are designed as people friendly and safe destinations through landscaping and activation; and
 - Creating publicly accessible destinations through community uses and tenant selection on the ground floor.

CONNECTED COMMUNITY

- e) Provide for tenancies on the ground floor to respond to changing community needs and be designed so as to accommodate uses such as creative hubs, art galleries, community meeting spaces, co-working spaces or the like.
- f) Provide for a variety of housing options for a diverse local community, including a range of apartment types and layouts and affordable housing options.
- g) All residents within the development (inclusive of owners and occupiers) to be provided with equal access to the shared communal amenities of the development.

THRIVING PLACES

- h) Deliver a well-defined public realm by:
 - Delivering community use tenancies identified in Figure 1 that respond to changing community needs and be designed so as to accommodate uses such as creative hubs, art galleries, community meeting spaces, coworking spaces or the like;
 - Delivering a range of complimentary active uses on the ground floor such as retail and food and beverage tenancies that are designed as flexible spaces to adapt to changing community needs through the life of the development;
 - Aligning the building to the street at ground level, except for where a plaza is provided;
 - Avoiding narrow publicly accessible alcoves and areas with limited passive surveillance and recesses that lack a clear public purpose.
- Respond to the future Water Corporation infrastructure corridor 'Green Link' as a key placemaking element of the precinct, through:
 - the provision of the northern public plaza:
 - · active uses fronting the plaza;
 - murals, street art and/or greenery on the boundary wall; and
 - the ability for the northern elevation of the building that directly adjoins the infrastructure corridor to be activated in the future through the conversion of car parking spaces on the ground and first floor to tenancies.

SENSITIVE DESIGN

- j) Ground floor and podium facades are to reflect the eclectic, diverse and authentic character of Leederville and use this to inform the building's design including the ground floor treatment, materiality of the building and landscape design.
- k) Appropriate use of a variety of materials and finishes that complement elements of the existing Leederville character whilst avoiding the use of faux (made as an imitation, fake or false) materials.
- Building bulk and scale to be broken down through the use of two towers and design treatment including curved facades, on-structure landscaping, horizontal and vertical articulation, and colours and materials which reflect the Leederville town centre character. Refer to Figures 3,4 and 6-9
- m) The public plazas are to be designed for both day and night safety through lighting and the implementation of CPTED principles. The landscape design is to minimise entrapment and concealed spaces. Sight lines from streets are to be incorporated to ensure good visibility across the plazas and plant material selected to support those sightlines. Plazas to feature a civic lighting strategy that addresses safety and access as well as feature lighting for visual interest.
- n) Provide depth and detail to all visible facades, including:
 - Facades should provide for depth and a balance of light and shadow on the street wall and upper levels through the use of balconies, integrated shading, rebates or expression of structural elements;
 - Street wall facades should avoid a predominately glazed appearance by providing a balance of transparency and solidity;
 - Facades should avoid the use of surfaces which cause unacceptable glare to the public realm;
 - Materials should be durable, robust and low maintenance in the higher parts of a building.

INNOVATIVE + ACCOUNTABLE

- o) Prepare and implement mechanisms to enhance the liveability outcomes for the community, including:
 - Potential utilisation of the City of Vincent Percent for Art Policy for the curation and management of a cultural production space and/or art gallery; and
 - Affordable housing options to encourage a diverse community.

This Local Development Plan has been endorsed by Council under Clause 52(1)(a) of the Deemed Provisions

Manager Development & Design - City of Vincent

Date

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L UPDATES TO LDP 211006 RF RD LO

K UPDATES TO LDP 210922 RF RD

J UPDATES TO LDP 210903 RF RD

LUPDATES TO LDP 210813 RF RD

H UPDATES TO LDP 210813 RF RD

H UPDATES TO LDP 210505 RF RD

G UPDATES TO LDP 210428 SB RD

F UPDATES TO LDP 210428 RF RD

E UPDATES TO LDP 210421 RF RD

E UPDATES TO LDP 210319 RF RD

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LOCAL DEVELOPMENT PLAN

Lot 101 Frame Court, Leederville

City of Vincent

JOB CODE DRAW NO. REV. EGFLEE RD3 001 L

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3. DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFIT

The community benefits identified in Table 1 will be provided for at Development Application stage: (Refer Figure 1: Indicative Massing and Community Benefit):

3.1 Affordable Housing

3.1.1 A minimum 10% of the build-to-rent apartments, located within the Western Tower and podium, are to be provide as affordable housing with subsidised rent. An Affordable Housing Management Strategy shall be submitted to accompany the development application which addresses details relating but not limited to the operation, tenure, subsidy details, timeframes and ownership arrangements.

3.2 Dwelling Diversity

- 3.2.1 Minimum 20% of apartments to be studio and/or one bedroom apartments.
- 3.2.2 Minimum 10% of apartments to be three or more bedroom dwellings.

3.3 Public Realm

- 3.3.1 Provision of two publicly accessible plaza spaces located on private property of a minimum area of:
 - Public Plaza South: 200m2
 - Public Plaza North: 250m2
- 3.3.2 Public Plaza spaces are to be designed as highly attractive people places. A landscaping and public realm/plaza plan shall be submitted to accompany the development application which addresses the following:
 - · Street furniture, seating and lighting;
 - 140m² deep soil areas, 2 large mature trees (cumulative across the two plazas), and landscaping species selection.
 Species selection is to take shadowing into account;
 - · Stormwater drainage strategy; and
 - · Maintenance of the plaza spaces.

3.4 Public Pedestrian Access Way and Site Linkages

- 3.4.1 1.5m setback at ground level to be provided from the western property boundary to facilitate the provision of the pedestrian access way in accordance with 3.4.2. All ground floor tenancies, including those on the western boundary, are to have activated frontages, including glazing and pedestrian entrances.
- 3.4.2 Satisfactory arrangements being made with the City relating to modification of the Frame Court car park adjacent to the western boundary of the subject site accommodate a 3.0m minimum pedestrian access way. This width is inclusive of the 1.5m western setback area referred to in 3.4.1, and is to be landscaped to integrate with the public plazas in respect to treatment and materials to the satisfaction of the City.

3.5 Provision of Public Facilities on Private Land

- 3.5.1 Provision of the following public facilities:
 - A cultural production space and/or art gallery with a minimum floor area of 70m2;
 - A community multi-purpose facility with a minimum floor area of 110m2; and
 - A business incubator / co-working space or other community use with a minimum floor area of 60m2
- 3.5.2 A Public Facilities Management Strategy shall be submitted with the development application. This management plan should address matters related to:
 - · The use of the premises and operating details including operations hours;
 - · Financing and maintenance; and
 - Safety and security.
- 3.5.3 For the provision of the cultural production space and/or art gallery, the use of the developer percent for art contribution may be used to assist with arts curation and/or on-going management of the facility.

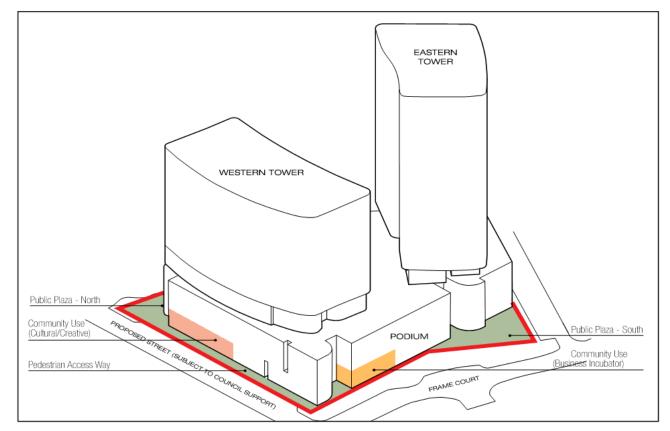


FIGURE 1 - Indicative Massing and Community Benefit

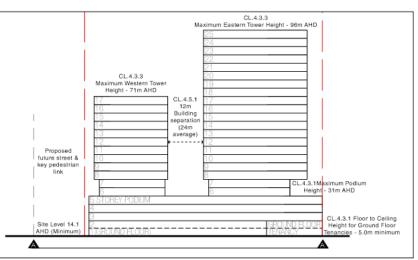


FIGURE 2 - Building Height Plan

Table 1 - Community Benefits

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4. DEVELOPMENT CONTROLS

- a) As part of any future Development Application, the community benefits identified in Table 1 will be provided for;
- b) The development controls outlined in Table 2 apply to the site and are to be read in conjunction with the following figures:
- Figure 2: Building Height Plan;

Figure 5: Dev	velopment Controls Masterplan.
Table 2 - Developme	ent Controls
Site R-Code	R-ACO
The following prov Form	ision presents as a variation to setback provision 1.2 of Policy 7.1.1 Built
4.1 Minimum setbacks	4.1.1 Podium setbacks: North: Nil minimum (except where required to provide Northern Plaza) East: Nil South: Nil (except where required to provide Southern Plaza) West: 1.5m minimum 4.1.2 Towers: North: 2m minimum East: 3m minimum South: 6m minimum West: 3m minimum West: 3m minimum
under Table 2 of Po	centre Masterplan and Built Form Guidelines
4.2 Boundary wall height (storeys)	4.2.1 Podium: • 5 storeys (31m AHD maximum)
4.3 Building height (Storeys)	 4.3.1 Podium: 5 storey podium (31m AHD maximum) Floor to ceiling height of the ground floor tenancies is to be a 5m minimum to allow generous volumes for a range of uses and flexibility for the future. Floor to floor height (Levels 2-5) – 3.2m 4.3.2 Eastern Tower: Ground floor + 24 storeys (including podium) Floor to floor height – 3.2m 96m AHD maximum (not including roof plant) 4.3.3 Western Tower: Ground floor + 16 storeys (including podium) Floor to floor height – 3.2m

The following provisions are variations Acceptable Outcomes of Parts 2 and 3 of State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments

development application

· 71m AHD maximum (not including roof plant)

4.3.4 A Wind Impact Assessment is to be prepared by a suitably

qualified wind engineering consultant and submitted with any

4.4	Building	4.4.1	Western Tower - Maximum building depth of 24m			
	Depth	4.4.2	Eastern Tower - Maximum building depth of 25m			
4.5	Building Separation	4.5.1	Minimum building separation distance for habitable rooms/balconies is 12m with an average of 24m, subject to visual and acoustic privacy (including the provision of privacy screens or eyelid windows), natural ventilation, sunlight and daylight access being adequately addressed to the satisfaction of the approval authority at the development application stage.			
4.6	Car Parking	4.6.1	Provision of a car share service (minimum 2 cars) within the development subject to agreement with car share provider.			
4.7	Tree Canopy	4.7.1	Landscaping for the development is to be provided in accordance with the following:			
			Northern Deep soil – 65m ² Plaza Canopy coverage – 80% Trees – Large – 1; Medium – 4; and Small trees to suit			
			Southern Deep soil – 70m ² Plaza Canopy coverage – 80% Trees – Large – 1; Medium – 2; and Small trees to suit			
			Podium On structure planting areas – 630m² Level Trees – Medium – 25; and Small trees to suit			
			Western On structure planting areas – 91m ² Tower Trees – Small – 5;			
			Location of gardens – Levels 6 and 14 Eastern On structure planting areas – 46m ² Tower Trees – Small – 10; Location of gardens – Levels 6 and 14			
	following provi ign Codes Volui		re in addition to Part 3 of State Planning Policy 7.3 Residential Apartments			
4.8	Public Domain Interface	4.8.1	Ground level frontages as indicated on Figure 2 are to be activated through a variety of design measures, which may include the provision of shop fronts, lobbies which have a visual and physical connection with the street, operable doors and windows, and/or entry doors.			
		4.8.2	Parking on the ground floor and within the podium is to be sleeved with active land uses on the southern and western elevations.			
		4.8.3	Entrances to the parking and other service areas is to be integrated into the design of the building façade and service areas are to be screened from view.			
		4.8.4	Primary and Alternative Resident Entries are to incorporate innovative and creative design elements including entry canopies			

4.9 Podium 4.9.1 The podium facade of the development is to present as a human scale to the public realm and be of a high architectural quality to Design reflect the character of the Leederville town centre. This is to be achieved through: · The incorporation of articulated facades which feature finegrained detail and fenestration; Large openings and clear glazing to the street which are not obscured by window signage; · The incorporation of stall risers as part of the ground floor design; and · The use of durable materials, colours and finishes. 4.9.2 Upper level frontages within the podium are to be activated through a variety of uses such as communal terraces, private balconies and/or major openings which overlook Frame Court, adjoining car park and the plazas. 4.9.3 The podium deck is to provide for activation with accessible, functional and usable areas including rooftop gardens, which enhance amenity and promote surveillance of the public realm 4.9.4 Each of the primary resident entries, including lobbies, are to be treated the same in respect to design and material quality. 4.9.5 Ground floor tenancies are to include a minimum floor to ceiling height of 5.0m floor to provide sufficient space for servicing and infrastructure to support future adaption. 4.9.6 The structure of the building adjoining the Water Corporation infrastructure corridor shall be appropriately designed and engineered to accommodate future ground floor tenancies. 4.10 Tower 4.10.1 The eastern and western towers are to be of a high architectural Design quality to reflect the character of the Leederville town centre. This is to be achieved through: · The towers integrating with the podium element below; The incorporation of articulated facades including curved buildings and building edges, and horizontal elements;

- · The incorporation of major openings and balconies. External facing major openings and balconies should be unobscured and unscreened. Internal facing major openings and balconies should be only be screened or obscured where necessary to protect visual privacy;
- · The use of vertical landscaping to create visual interest to the tower elements; and
- The use of durable materials, colours and finishes.
- 4.11 Aesthetics 4.11.1 The aesthetics of the development, including the colours, materials, finishes and architectural detail of both the podium and the eastern and western towers shall be natural, tactile and visually interesting and are to reflect the diverse and eclectic character of the Leederville town centre as identified within the supporting Urban Design Study to be submitted with the development application. Refer to Figures 3 and 4 for
 - example materials palettes. 4.12.1 An Acoustic Report is to be prepared by a suitably qualified acoustic consultant and submitted with any development application to address noise generated from existing entertainment venues within the Leederville town centre, and transport noise as per State Planning Policy 5.4 – Road and Rail Noise.



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to accentuate entrances and provide a sense of identity to

identified in Figure 5. Awnings should have a minimum height

of 3.5m, respond to any existing or proposed verge trees, and be

buildings and as points of orientation to the building.

4.8.5 Continuous awnings are to be provided in the locations

integrated into the design of the façade.



4.12 Noise

FIGURE 3 Podium Materials Palette

FIGURE 4 Tower Materials Palette

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UPDATES TO LDP LOCAL DEVELOPMENT PLAN 210922 210903 210813 Lot 101 Frame Court, Leederville City of Vincent 210505 UPDATES TO LDF 210428 UPDATES TO LDF UPDATES TO LDF DRAW NO. REV. JOB CODE EGFLEE RD3 001 L REV DESCRIPTION YYMMDD DRAWN APPR'D

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Table 3 - Summary of Amendments and/or Replacements to Leederville Masterplan, R Codes Volume 2 and Built Form Policy

LDP Clause	Acceptable Outcome	s Amended/Augmente	Acceptable Outcom	Acceptable Outcomes Remaining		
	Leederville Masterplan	R Codes Volume 2	Built Form Policy	R Codes Volume 2	Built Form Policy	
Minimum Setba	cks					
4.1.1	Clause 8.3 amended	N/A	A1.2.1, A1.3.1 amended	A2.4.2	N/A	
4.1.2	Clause 8.3 amended	N/A	A1.2.1, A1.3.1 amended	A2.4.2	N/A	
Boundary Wall I	Heights	•				
4.2.1	N/A	N/A	A1.2.1, A1.3.1 amended	A2.4.2	N/A	
Building Height						
4.3.1	Clause 8.1 amended	N/A	A1.1.1 amended	N/A	A1.1.2 - A1.1.4	
4.3.2	Clause 8.1 amended	N/A	A1.1.1 amended	N/A	A1.1.2 - A1.1.4	
4.3.3	Clause 8.1 amended	N/A	A1.1.1 amended	N/A	A1.1.2 - A1.1.4	
4.3.4	Clause 8.1 amended	N/A	A1.1.1 amended	N/A	A1.1.2 - A1.1.4	
Building Depth						
4.4.1	N/A	A2.6.1 amended	N/A	N/A	N/A	
4.4.2	N/A	A2.6.1 amended	N/A	N/A	N/A	
Building Separa	tion					
4.5.1	N/A	A2.7.1 amended	N/A	N/A	N/A	
Car Parking						
4.6.1	N/A	Element 3.9 augmented	N/A	A3.9.1 – A3.9.	N/A	
Landscaping						
4.7.1	N/A	A3.3.4, A3.3.5 and A3.3.7 amended	N/A	A3.3.1 – A3.3.3, A3.3.6	N/A	
Public Domain	Interface	'	'		'	
4.8.1	Clause 4 amended	Element 4.14 augmented	A1.8.1 amended	A14.4.1 - A14.4.5	A1.8.1 – A1.8.12	
4.8.2	Clause 6 amended	A3.6.2 amended	N/A	A3.6.1, A3.6.3 – A3.6.9	N/A	
4.8.3	N/A	A3.8.2 amended	N/A	A3.8.1, A3.8.3 – A3.8.7		
4.8.4	N/A	Element 3.7 augmented	Clause 1.5 augmented	A3.7.1 – A3.7.6	A1.5.1 – A1.5.6	
4.8.5	Clause 7 amended	A3.7.2 amended	A1.8.11 amended	A3.7.1, A3.7.3 – A3.7.6	A1.8.1 – A1.8.10, A1.8.12	

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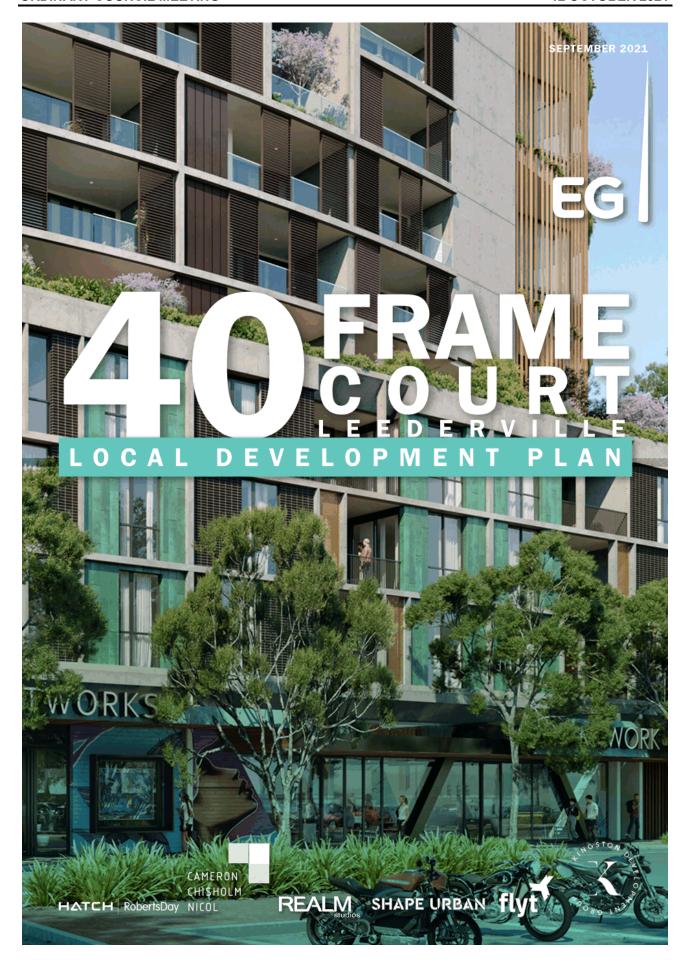
LDP Clause	Acceptable Outcomes Amended/Augmented			Acceptable Outcomes Remaining		
	Leederville Masterplan	R Codes Volume 2	Built Form Policy	R Codes Volume 2	Built Form Policy	
Podium Design		<u> </u>				
4.9.1	N/A	Element 4.10 augmented	Clause 1.8 augmented	A4.10.1 – A4.10.6	A1.8.1 - A1.8.12	
4.9.2	N/A	Element 4.10 augmented	Clause 1.8 augmented	A4.10.1 – A4.10.6	A1.8.1 – A1.8.12	
4.9.3	N/A	Element 4.10 augmented	Clause 1.8 augmented	A4.10.1 - A4.10.6	A1.8.1 – A1.8.12	
4.9.4	N/A	Element 4.10 augmented	Clause 1.8 augmented	A4.10.1 - A4.10.6	A1.8.1 - A1.8.12	
4.9.5	N/A	Element 4.10 augmented	Clause 1.8 augmented	A4.10.1 - A4.10.6	A1.8.1 – A1.8.12	
4.9.6	N/A	Element 4.10 augmented	Clause 1.8 augmented	A4.10.1 - A4.10.6	A1.8.1 - A1.8.12	
Tower Design		<u>'</u>				
4.10	N/A	Element 4.10 augmented	Clause 1.8 augmented	A4.10.1 – A4.10.6	A1.8.1 – A1.8.12	
Aesthetics						
4.11	N/A	Element 4.10 augmented	A1.8.3 amended	A4.10.1 - A4.10.6	A1.8.1, A1.8.2, A1.8.4 - A1.8.12	
Noise						
4.12	N/A	Element 4.7 augmented	N/A	A4.7.1 – A4.7.3	N/A	

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L UPDATES TO LDP
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LOCAL DEVELOPMENT PLAN
Lot 101 Frame Court, Leederville
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Lot 101 Frame Court, Leederville
City of Vincent
F UPDATES TO LDP
UPDATES

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DOCUMENT CONTI	DOCUMENT CONTROL				
Title:	Local Development Plan – 40 Fr	ame Court, Leederville			
Prepared for:	EG Funds Management Pty Ltd				
Prepared by:	Hatch RobertsDay				
Project Team:	Architecture	Cameron Chisholm Nicol			
	Landscape Architect	Realm Studios			
	Town Planning + Placemaking	Hatch RobertsDay			
	Traffic and Transport	Flyt			
	Engagement	Shape Urban			
	Property Advisory	Kingston Development Group			
	Economics	FARlane			

REVISION	COMMENT	AUTHOR	APPROVED BY	DATE ISSUED
	Draft	AC/RD	DW	20 July 2020
	Draft	AC/RD	DW	24 November 2020
С	Final	AC/RD	DW	9 December 2020
	Final (Lodged with City)	AC/RD	DW	16 December 2020
E	Final (Amended following preliminary comments from City)	RD	DW	11 May 2021
F	Final (amended following advertising)	RD	DW	17 September 2021

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40 FRAME COURT LOCAL DEVELOPMENT PLAN . SEPTEMBER 2021



With 4306m2 in single ownership, located in an underutilised precinct, and on the doorstep of the Leederville Train Station, 40 Frame Court represents a unique but significant renewal opportunity to deliver a fit for purpose, 21st century urban development at the heart of the Leederville Town Centre.

It has the potential to renew and activate an underutilised part of the Leederville Town Centre, making a significant contribution in terms of:

- The development of apartments that will cater for a variety of demographics, including owner occupiers and renters, within close proximity to the train station;
- Provision of affordable housing;
- Activation of the Frame Court frontage and the western and northern boundaries of the site via the provision of ground floor tenancies, with a mix of uses;
- Creation of landscaped pedestrian access ways and public spaces; and
- Provision of public facilities, including a community/ cultural multi-purpose facility.

This opportunity has been recognised by all key stakeholders including the City of Vincent, local community stakeholders and the Western Australian Planning Commission, who provided written agreement that a Local Development Plan (LDP) may be prepared to facilitate the site's future development (refer Appendix A).

Since this correspondence in late 2016, the owner of the site, EG funds Management Pty Ltd (EG), and the project team have embarked on an extensive process of research, visioning, community and stakeholder engagement and design, culminating in the lodgement of this LDP.

This explanatory report supports the proposed LDP statutory provisions and provides an overview of this extensive process, including:

- PLACE CONTEXT: Exploring the site's history, current performance and the role it can play in the future of Perth, the Leederville Town Centre and the Frame Court Precinct;
- PLANNING CONSIDERATIONS: Providing an overview of relevant State and Local Planning Policy;
- CONSULTATION: Summarising the extensive consultation and stakeholder engagement that has been undertaken to inform the proposed design outcome LDP provisions;
- PROPOSAL: Outlining the design intent, proposed LDP provisions and design justification in line with State Planning Policy 7.0 Design for the Built Environment.

The report also references a range of more detailed reports and studies that have been undertaken to inform the LDP and are provided as appendices to this report, including:

- Place Strategy: Analysing the site's broader context and providing an overview of how the site can add value to the Leederville Town Centre and provide community benefit;
- Architectural Concept Report / DRP 3 Presentation:
 Providing an overview of the design drivers and current concept design that the LDP provisions are written to support, in line with SPP 7.0 Design Principles;
- Landscape and Public Domain Strategy: Providing a landscape concept and strategy to support the public domain and sustainability initiatives, including the proposal approach to on structure planting;
- Social Infrastructure Study: Co-creating an assessment framework with the local community for the delivery of community facilities and public benefit; and
- Transport Assessment Report: Ensuring the proposed LDP outcomes support sustainable transport patterns within the Leederville Town Centre, in line with the WAPC's Transport Impact Assessment Guidelines.
- Economic + Social Outcomes of Community
 Benefits: Demonstrating that the proposed community benefits to be delivered by the LDP and subsequent development will provide significant economic and social benefits for the Leederville town centre and wider community.

We believe the extensive research, consultation and design refinement has resulted in an LDP that will facilitate the site's future redevelopment and deliver a development that supports the ongoing transformation of the Leederville Town Centre as an iconic destination, liveable 21st century precinct and community focused neighbourhood.

40 FRAME COURT LOCAL DEVELOPMENT PLAN . SEPTEMBER 2021

1.1 PROPERTY DETAILS

40 Frame Court is located approximately two kilometres northwest of the Perth CBD, within the southern portion of the Leederville Activity Centre. It is located in close proximity to the Leederville train station (400m) and is well connected to surrounding services and amenities including the Leederville Oval, Leederville TAFE, the Oxford Street food and beverage and retail strip and a mix of commercial and service industry uses.

The site is 4,306sqm in area and currently comprises a two-storey office building. The site is bound by Frame Court to the south (providing existing vehicular access); City-owned land to the west (currently operating as a public car park); two parallel Water Corporation-owned lots to the north (which run through to Oxford Street and is understood to accommodate pipeline infrastructure. Refer to the 'Land Use and Development Parameters' section of this report below for planning implications); and the Water Corporation's head office site to the east, which includes William Traylen Park to the south.

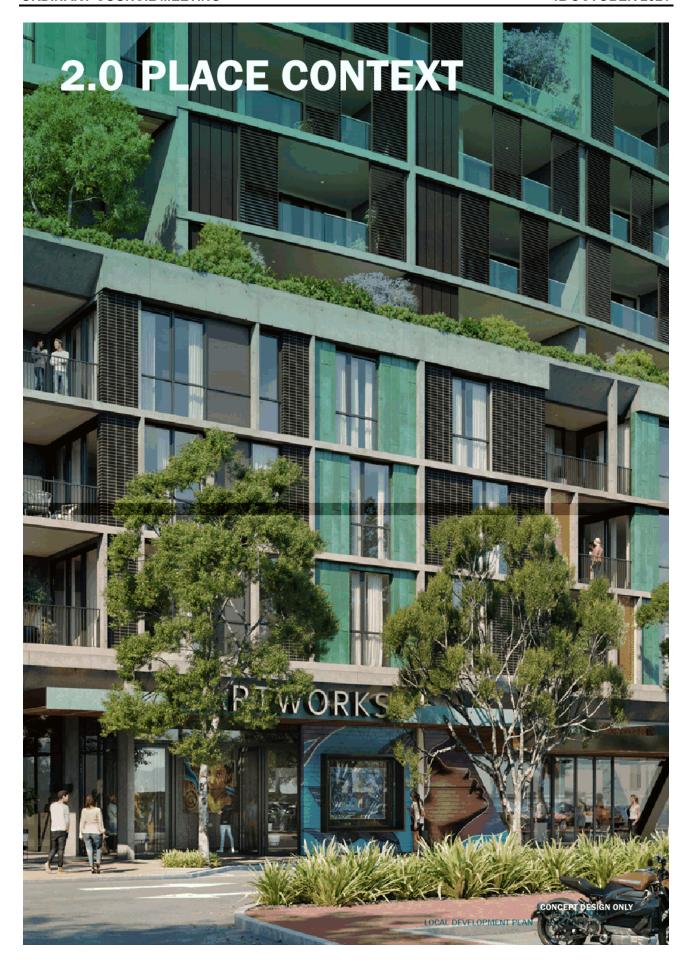
The particulars of the Certificate of Title are summarised in the table below.

Lot	Diagram	Volume/ Folio	Area	Owner
101	64792	1644/200	4,306m²	Perpetual Corporate Trust Ltd

There are no limitations, notifications or encumbrances listed on the Certificate of Title that have the potential to affect the ongoing use, or future redevelopment of the land.



6 40 FRAME COURT LOCAL DEVELOPMENT PLAN . SEPTEMBER 2021



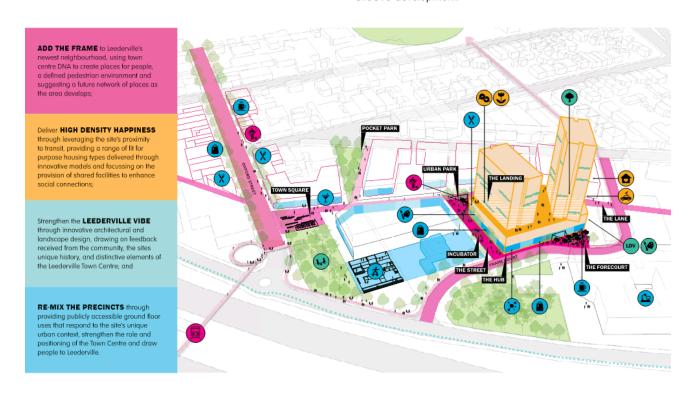
The redevelopment of 40 Frame Court represents a unique opportunity to deliver a development fit for purpose for 21st century urban living in Leederville.

Through early and ongoing engagement, it was recognised that with this significant opportunity comes an important responsibility. The site's re-development must respond to Leederville's much loved and unique characteristics, and ultimately add value to one of Perth's most recognisable inner urban creative neighbourhoods.

A Place Strategy (Appendix C) was prepared to address this responsibility through:

- PLACE STORY: Drawing upon Leederville's unique history to understand the stories that can be reinterpreted through a design response;
- CITY CONTEXT: Analysing the site through various layers of context to discover its role in Perth's urban regeneration, the Leederville Town Centre and its surrounding precinct;
- PLACE AUDIT: Providing an evidence base of the existing uses, character, movement networks and people who live, work and visit Leederville to envision the role the site can play in improving Leederville;
- THE BRIEF: Summarising this context into a series of Place + Design Principles and a vision for the site's redevelopment; and
- THE PLAN: Converting these principles into a series of steps to deliver the vision.

The Place Strategy is a mixture of data with on the ground observations and collection of ideas from community input and the project team. Ultimately, it provides a blueprint for a development that is fit for purpose, strengthens the role of the Leederville Secondary Centre and ensures the unique loveable aspects of Leederville are at the forefront of the site's re-development.



8 40 FRAME COURT LOCAL DEVELOPMENT PLAN . SEPTEMBER 2021

THE CITY

At the intersection of Perth's inner-city redevelopment precincts, creative inner north and adjacent to strategic rail station precincts – sites like 40 Frame Court have a unique opportunity to reposition Perth's growth and create a more sustainable urban footprint.

The alignment and clearing of land adjacent to the Freeway for its construction created a series of semi-industrial / semi commercial land uses, benefiting from the Freeway's regional accessibility.

As Perth's population and urban footprint continued to expand, these large tracts of land are now considered underutilised and have become an opportunity for urban renewal, benefitting from their proximity to the Central City and rail infrastructure.

Collectively, Subiaco East, West Leederville, Leederville, West Perth, Hamilton Precinct and the City Link represent a unique city shaping opportunity of 162 hectares, with the potential to accommodate over 6,500 new dwellings and injecting new amenity, life and activity into our city.

With the State Government's objective for infill development and its priority to ensure housing, jobs and services are provided within close proximity to rail infrastructure through METRONET, these precincts are becoming increasingly important to the future of Perth.

Adding to this potential is Leederville's relationship with Perth's Creative Inner North. Its recognisable and unique neighbourhood creates the amenity and lifestyle that attracts apartment living for a diverse community. Refer Figure 2: Regional Context.



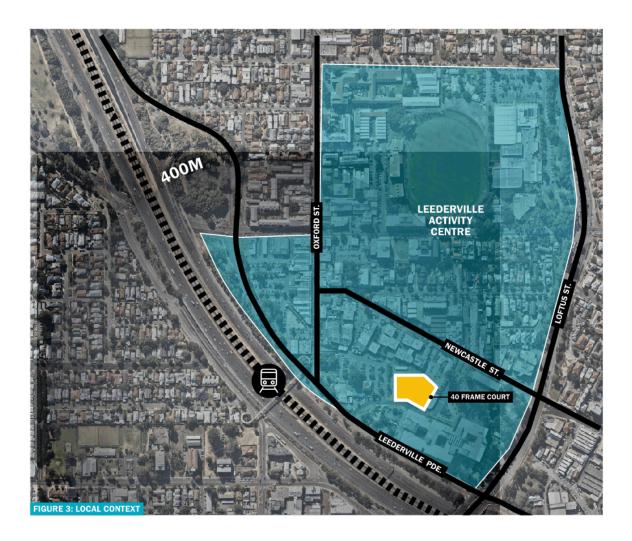
THE TOWN

As 1 of 4 significant redevelopment sites in the Leederville Town Centre and sitting within an 'undefined' precinct, 40 Frame Court has the potential to redefine the southern entrance to Leederville and set the tone for future redevelopment of Government owned land.

Leederville is 'coming of age' as a highly attractive inner urban neighbourhood. Identified as a 'Secondary Centre' under State Planning Policy 4.2. Leederville is considered the 'capital' of the City of Vincent and will play an important role in acheiving the 11,490 dwelling infill target identified in Perth & Peel @ 3.5 million. Its development will be guided by the Leederville Precinct Structure Plan (PSP), which is currently under preparation.

Informing this PSP is the Leederville Masterplan, which sets the boundary of the Town Centre and identifies a series of 'Precincts'. Many of these precincts are highly recognizable but precincts at the southern entrance to Leederville, within close proximity to the train station remain relatively undefined. 'The Avenue', the 'Town Square' and 'Newcastle' (as identified within the Leederville Masterplan) are less identifiable in our image of Leederville and are the areas we move through on our way to other Town Centre destinations.

These areas also offer the most significant opportunity to achieve the State's Infill Target and strengthen what it means to be Leederville. Refer Figure 3: Local Context.



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THE PRECINCT

At the centre of the 'Frame Court Precinct', the site's development is an opportunity to transform the area from a place for parking the car to a place for people.

40 Frame Court is located in a precinct bounded by Oxford Street, Newcastle Street, Loftus Street and Leederville Parade, adjacent to the Leederville Train Station, with a total area of 7.6 hectare. It is characterised by:

- AN UNDEFINED STREET NETWORK: The precinct lacks
 the fine grain character of the rest of Leederville, with
 a limited street network resulting in buildings being
 placed in space rather than framing Leederville's
 network of streets, laneways and plazas;
- UNPROGRAMMED GREEN SPACE: Green space is provided at the 'Town Square' which is activated through the children's play space. Other areas include William Traylen Park and the 'Green Frame' surrounding the WaterCorp building which are unprogrammed and do not generate significant recreational or amenity value. Note that William Traylen Park is owned freehold by the Water
- Corporation and is zoned 'Regional Centre'; it therefore may be developed in the future.
- A PLACE FOR PARKED CARS: Over half of the total precinct area is dedicated to car parking and circulation, being a significant underutilisation of land with access to Leederville's amenity and transit infrastructure and a confusing network for pedestrians.
- INACTIVE: With much of the precinct containing 9-5 commercial uses, the precinct lacks a level of activity and associated safety. With no residents located within the precinct, limited after-hours activity occurs.

Refer Figure 4: Precinct Context.



40 FRAME COURT 11
LOCAL DEVELOPMENT PLAN . DECEMBER 2020



3.1 STATE PLANNING FRAMEWORK

3.1.1 METROPOLITAN REGION SCHEME

The subject site is zoned 'Urban' under the Metropolitan Region Scheme, which is an appropriate zone for the redevelopment of the site for urban purposes (i.e. office, residential, mixed use development etc.).

3.1.2 STATE PLANNING POLICY 7.0 - DESIGN FOR THE BUILT ENVIRONMENT

This policy elevates the importance of design, establishes 10 key principles and provides a framework for design review in the evaluation of development proposals. This framework has been used to structure the design development associated with the Frame Court concept design and LDP, and the design review process has been used extensively through the design refinement process.

3.1.3 PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015

The Planning and Development (Local Planning Schemes)
Regulations 2015 (the Regulations), which were gazetted on
25 August 2015, introduce a set of Deemed Provisions that
form part of every local planning scheme in the State. The
Deemed Provisions include provisions such as:

 Parts 5 and 6 – preparation and approval of Activity Centre Plans and Local Development Plans

In accordance with clause 47(d) of Schedule 2 of the Regulations, the Western Australian Planning Commission (WAPC) has provided written agreement (refer Appendix A) that an LDP for Lot 101 (40) Frame Court is required for the purposes of properly and orderly planning.

The WAPC also commented in the letter that it is understood that the LDP will help facilitate the future development of the subject site.

3.1.4 STATE PLANNING POLICY 4.2 – ACTIVITY CENTRES FOR PERTH AND PEEL

This Policy aims to provide a more flexible regulatory approach to enable appropriate commercial, residential, mixed business and retail redevelopment opportunities in activity centres, with a much reduced emphasis on retail floorspace guidelines. This Policy designates the Leederville Town Centre as a Secondary Centre.

3.1.5 STATE PLANNING POLICY 5.4 - ROAD AND RAIL TRANSPORT NOISE

This Policy aims to minimise the adverse impact of road and rail noise on noise-sensitive land use and development. Given the site's proximity to the freeway, assessment against the noise targets outlined within this policy will be required at development application stage.

3.1.6 WAPC DEVELOPMENT CONTROL POLICY 1.6 PLANNING TO SUPPORT TRANSIT USE AND TRANSIT ORIENTED DEVELOPMENT

The WAPC Development Control Policy 1.6 (DC 1.6) relating to Planning to Support Transit Use and Transit Orientated Development highlights areas which are located within 800m of a train station as ideal locations for higher density residential and mixed use developments, such as the subject site. DC 1.6 encourages the development and application of scheme parking standards that reflect the availability within the precinct of transit facilities and that provide discretion to vary standards.

3.1.7 STATE PLANNING POLICY 7.3 – RESIDENTIAL DESIGN CODES (VOLUME 2 APARTMENTS)

SPP 7.3 (R Codes Volume 2) provides planning and design standards for residential apartments in areas coded R40 and above, within mixed use development and activity centres.

They provide performance-based controls to qualitative performance criteria to evaluate proposals against desired outcomes and planning objectives. Importantly, they move away from compliance focussed planning and measure proposals against quantitative standards.

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3.2 LOCAL PLANNING FRAMEWORK

3.2.1 CITY OF VINCENT LOCAL PLANNING SCHEME NO.2

The subject site is zoned 'Regional Centre' under LPS2. The objectives for this zone are:

To provide a range of services and uses to cater for the local and regional community, including but not limited to specialty shopping, restaurants, cafes and entertainment;

- To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre.
- To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of the Regional Centre, and to develop areas for public interaction.
- To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces.
- To provide residential opportunities within the Regional Centre including high density housing, affordable housing, social and special needs housing, tourist accommodation and short term accommodation.
- To ensure that the centres are developed with due consideration to State Planning Policy 4.2 - Activity Centres for Perth and Peel.

There is no prescribed Residential Density Code for the subject site in LPS2.

3.2.2 LOCAL PLANNING POLICY 7.1.1 BUILT FORM

This Policy, which was originally adopted by the City of Vincent Council in 2016 and then amended in July 2020.

LPP 7.1.1 classifies the City into a number of precinct areas, together with provisions relating to built form and design, streetscape, access and parking, and environmental design for each. The policy states that where there is any inconsistency with any other specific Policy or Guidelines applying to a particular site or area, the provisions of that specific Policy or Guideline shall prevail.

The policy incorporates provisions which seek to vary several requirements of the R-Codes (namely lot boundary setbacks and landscaping).

The City have advised that multiple dwellings are being assessed against the Built Form Policy and R Codes Volume 2. Specifically, the provisions of the Built Form Policy which prevail over or are in conjunction with those within R Codes Volume 2 relate to:

- Element 2.2 Building Height (as per the Leederville Masterplan/Built Form Policy);
- Element 3.3 Tree canopy and deep soil areas (in addition to the Acceptable Outcomes of R Codes Volume 2):
- Element 3.7 Pedestrian Access and Entries (in addition to the Acceptable Outcomes of R Codes Volume 2);
- Element 3.8 Vehicle Access (in addition to the Acceptable Outcomes of R Codes Volume 2);
- Element 3.9 Car and bicycle parking (in addition to the Acceptable Outcomes of R Codes Volume 2);
- Element 4.10 Façade Design (in addition to the Acceptable Outcomes of R Codes Volume 2);
- Element 4.11 Roof design (in addition to the Acceptable Outcomes of R Codes Volume 2); and
- Element 4.15 Energy efficiency (in addition to the Acceptable Outcomes of R Codes Volume 2).

For these elements, the assessment is undertaken with the Built Form Policy provision as the Acceptable Outcome only, and with the proposal to meet the relevant local housing objectives of the Built Form Policy and the Element Objectives of R Codes Volume 2.

Refer to Section 7 of this report for further information.

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3.2.3 LPP 7.5.10 SUSTAINABLE DESIGN

This policy recognises and promotes the sustainable design of buildings through various initiatives and incentives. The City therefore takes a holistic approach to assessing development applications, and may consider relaxing design requirements where it can be demonstrated that such relaxation is conducive to the design achieving a sustainable outcome that would otherwise not be achieved. LPP 7.5.10 lists sustainable design features that are expected of new buildings.

3.2.4 LPP 7.5.13 PERCENT FOR PUBLIC ART

This policy sets the basis for requiring 1 per cent of the total project cost for the development of public art which reflects the place, locality or community. Developers may choose to either coordinate a public art project or make a cash-in-lieu contribution to the City. The requirement will be stipulated in a condition of planning approval, and is now considered industry standard across metropolitan Perth. LPP 7.5.13 does not set an upper cap for the contribution.

The LDP proposes that the percent for art contribution be used to assist in the provision of a cultural and/ or community multi-purpose facility with a minimum combined floor area of 180m2 for a minimum period of 10 years at a reduced 'peppercorn' rental.

3.2.5 LPP 7.5.21 SOUND ATTENUATION

This policy clear framework to minimise the adverse impacts of noise for the sustainable co-existence of a mix of land uses within the City. The City will require the preparation of an Acoustic Report for mixed use developments and any residential development located in the town centre zones. LPP 7.5.21 sets out the details that shall be contained within an Acoustic Report, as well as maximum allowable sound levels for certain uses, and requires the report to demonstrate possible noise attenuation measures.

An acoustic report will be prepared to support the development application.

3.2.6 LPP 7.7.1 PARKING AND ACCESS

This policy defines the car parking ratios for different land uses and seeks to promote alternate modes of transport by including requirements to provide bicycle parking and end of trip facilities. The policy also allows car parking to be reduced through the use of adjustment

factors relating to particular site and design factors. The Policy also contains controls for commercial car bays in excess of 50 bays, and limiting the oversupply of car parking.

The purpose of this Policy is to:

- Define parking requirements that will meet the needs of the users of developments without resulting in the oversupply of parking;
- Facilitate the payment of cash-in-lieu for nonresidential development that is unable to meet the requirements of this Policy and determine the calculation of cash-in-lieu to be determined in a consistent and transparent manner; and
- Ensure long term viability of parking proposals by defining the circumstances in which Parking Management Plans are required and providing guidelines for their content.

A Transport Assessment, which addresses the provision of parking, has been prepared to support the LDP (Refer to Appendix D)

3.2.7 LPP7.7.2 CAR SHARING

This policy outlines the City's approach to car sharing requirements, including the establishment and operation of car sharing schemes, and the provision of car sharing bays on private property. In the case of new developments, the policy states that the use of parking bays for car sharing must be approved as part of a Development Approval, and that the shared bays are additional to the minimum requirements set out in the City's Parking and Access Policy.

It is proposed to provide a minimum of two car share bays on the ground floor of the development.

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3.2.8 LEEDERVILLE TOWN CENTRE MASTERPLAN BUILT FORM GUIDELINES (2012)

The Leederville Masterplan Built Form Guidelines provides a planning framework which seeks to ensure development is consistent with the principles of Transit Oriented Development and delivers a sustainable density to the town centre

Under the Guidelines the subject site is located within 'Precinct 8 – Network City'. The Masterplan vision sees an intensification and consolidation of development along Newcastle Street. The Guidelines provide general conditions common to all new developments and precinct specific guidelines, which may be varied where it can be demonstrated that the intent and objectives of the Guidelines are being met. Unfortunately, there is no intent or objectives documented in the Guidelines.

The Guidelines stipulate a maximum building height of 5 storeys for the subject site. They provide no specific commentary or guidance on the development of the subject site and it appears that it was assumed by the Guidelines authors that the existing building would remain for the foreseeable future. The adjoining Water Corporation site to the west is identified with building heights of 16-24 storeys building and the Council owned land to the west is identified with building heights of 8-16 storeys.

Refer to Section 5 of this report for further information.

3.2.9 DRAFT LEEDERVILLE PRECINCT STRUCTURE PLAN

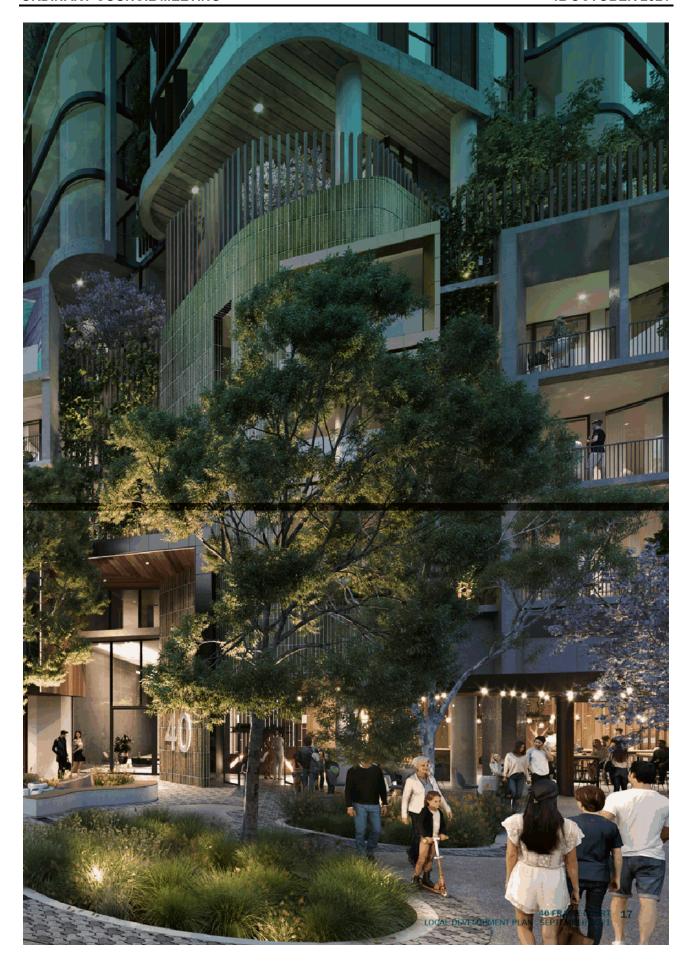
The City of Vincent Council resolved at their meeting of 27 April 2021 to grant consent to publicly advertise the draft Leederville Precinct Structure Plan (LPSP). The LPSP will be advertised concurrently with this LDP.

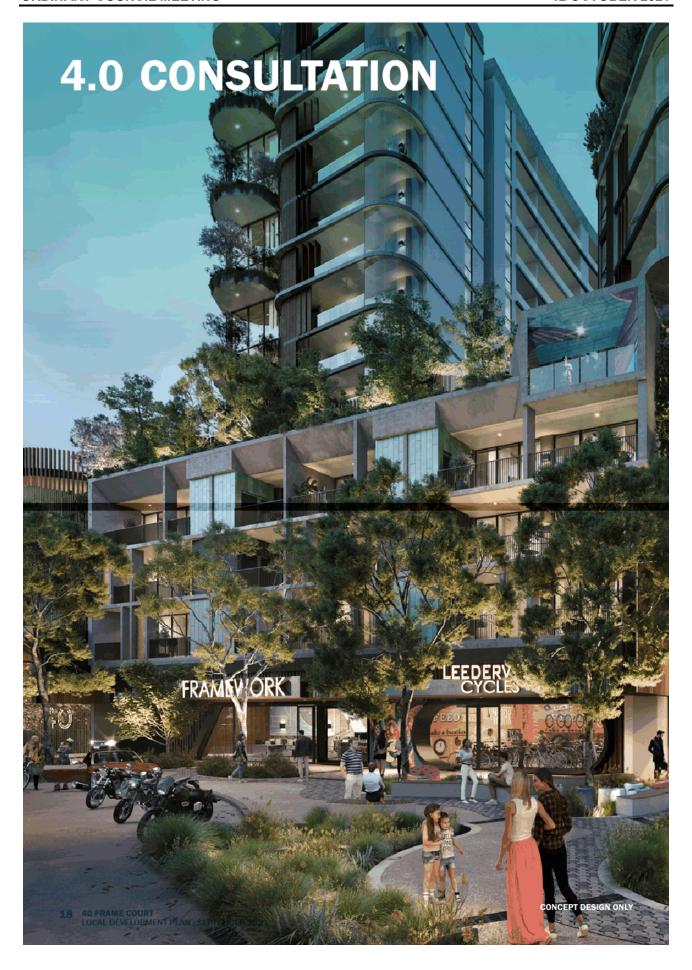
The purpose of the LPSP is to set the vision for the future planning and development of the Leederville Precinct. The LPSP is intended to influence and guide decision-making of new development proposals with respect to activity, movement, urban form, and resource conservation.

The subject site is located within the 'Cityscape' Sub-Precinct and has a 'Mixed Use' zoning.

Refer to Section 5 of this report for further information.

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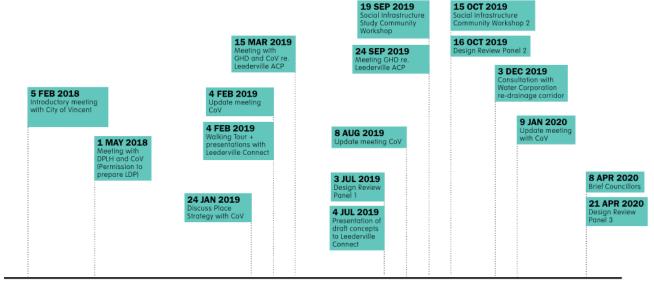


Extensive consultation over the past 18 months with all key stakeholders and the local community has been undertaken to inform the preparation of the LDP, including meetings and workshops with:

- City of Vincent Councillors and officers;
- GHD (preparing Leederville Activity Centre Plan);
- Department Planning, Lands and Heritage;
- Leederville Connect;
- Leederville landowners and business operators; and
- Neighbouring landowners, including Water Corporation.

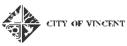
















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4.1 CITY OF VINCENT DESIGN REVIEW PANEL

Development concepts were presented to the City's Design Review Panel (DRP) on five occasions (3 July 2019, 16 October 2019, 22 April 2020, 19 May 2021 and 25 August 2021). Concept designs for the site were presented at each DRP with the design refinement demonstrated and having regard to the previous DRP comments. A full copy of the Architectural Concept Report and Landscape Concept Report (as presented to the third Design Review Panel) are provided in Appendix F. Figures 5, 6 and 7 demonstrate the transition of the concept design from a single tower option presented at the first DRP meeting through to the current two tower design concept.

The DRP advised after the third presentation that four R Codes Volume 2 Design Principles were supported and seven were identified as 'pending further attention'. The conclusion of the minutes were:

The proposal has embraced much of the advice provided in the previous DRP submissions and has advanced to a well-considered outcome in scale and form and sensitivity to its immediate neighbourhood showing a welcome generosity in the provision of public spaces at ground level and landscaping that extends into the upper storeys.



Further design development is encouraged addressing a number of points:

- Provision of recreational spaces for child related activities in the podium level community area
- Consideration of the south facing public spaces and south facing impact on the landscape design
- Further integration of design ideas expressed in façade treatments of the podium in particular

Whilst the extensive use of landscaping at the ground floor and upper storeys is highly commended, a strategy that will clearly demonstrate the long-term viability of the proposal needs to be further demonstrated.

The road reserve boundary of the development offers further opportunity for activation and community interaction - to be explored. Property boundary design solution to the south east adjoining existing development needs to be further illustrated.

More information is called for in the LDP in regard to activation of the projects' (podium) edges, road reserve landscaping, landscape design preservation in intent and maintenance, screening and public safety.

The LDP has been prepared having due regard to the comments and recommendations provided by the DRP at the three meetings. In particular, the following comment under Principle 3 – Built Form and Scale is noted:

'The site can accommodate height and density given its proximity to the train station, the centre of Leederville and its surroundings amongst commercial buildings.'

Following the advertising period of the LDP, it was presented to the DRP for the fifth time on 25 August 2021 (refer to Appendix G for the minutes). The DRP supported all 10 R Codes Volume 2 Design Principles and concluded the following:

'The proposed LDP is comprehensive and a product of a long period of engagement with the City, stakeholders and local community. Previous DRP comments have been adopted and addressed. The DRP supports a considered LDP setting the base to achieve a high quality built form outcome. The DRP encourages and would support a concurrent Planning Approval application.'

FIGURE 5: DESIGN REVIEW PANEL PRESENTATION NO. 1 – SINGLE TOWER

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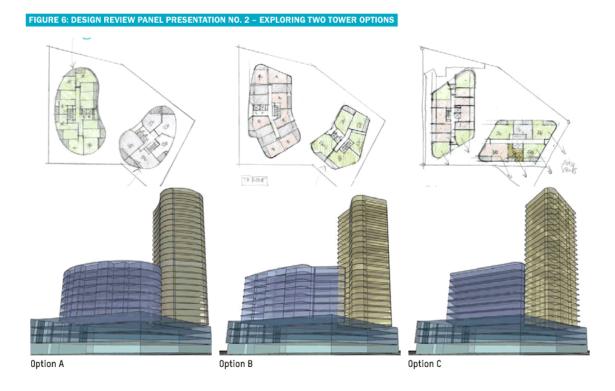




FIGURE 7: DESIGN REVIEW PANEL PRESENTATION NO. 3 – FINAL TWO TOWER DESIGN CONCEPT

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5.1 DESIGN INTENT

The proposed LDP responds directly to the concept design prepared by CCN Architects, Realm Studios and Hatch RobertsDay, which has guided the preparation of objectives and statutory provisions. The following is a summary of the design intent associated with the concepts, aligned with Design Principles outlined within SPP 7.0 Design of the Built Environment.



CONTEXT + CHARACTER

Draw inspiration from Leederville's unique urban character, connect to the activity centre through a focus on public realm and activation, and regenerate the Frame Court Precinct by leveraging the site's unique potential for high-density urban development



AMENITY

Focus on the creation of highly liveable apartments and a wide range of communal facilities on the podium level set within a green landscape. Provide generosity to the public realm through usable public spaces on the buildings northern and southern edges and an activated western frontage to define the Frame Court precinct.



LANDSCAPE QUALITY

Respond to the site's wetland history, provide for an innovative drainage strategy and focus on extensive landscaping within the public realm and on the building through onstructure planting.



COMMUNITY

Strengthen the Leederville community and integrate the future residents through the delivery of quality landscape plazas and flexible community use tenancies on the ground floor, affordable housing options, a diverse range of apartment types to encourage aging in place and a significant focus on communal facilities on the building's podium.



BUILT FORM AND SCALE

Focus on framing and activating the public realm through the creation of pocket plazas and activated streets, sleeve carparking within a human scaled podium and carefully consider the massing of the two tower components and architectural treatments (such as curved facades, materiality and horizontal aspects) to minimise bulk and create visual interest.



LEGIBILITY

Enhance the pedestrian environment within a currently undefined precinct through the introduction of a legible structure of plazas, pathways and lobby entrances, activated ground plane via the provision of tenancies, restrict vehicle movement to a single crossover to minimise impact on pedestrians and hide building services within the basement to ensure activation around the building's edges.



FUNCTIONALITY + BUILD QUALITY

Design the building and apartment layouts with the end user in mind, provide for extensive landscaping and common facilities on the podium and around the building's activated edges and integrate parking and services within the building to minimise visual impact.



SAFETY

Optimise casual surveillance of the public realm through the orientation of living areas and balconies toward the street, activate the ground plane and footpath on the ground level via tenancies with a variety of uses to bring eyes to the street and securely store vehicles, bikes and residents lobbies to define the public and semi-private realm.



SUSTAINABILITY

Orientate the building to provide for excellent solar, daylight access and cross ventilation and achieve best practice sustainability initiatives by adopting 5 Star Greenstar and One Planet Living Accreditation.



AESTHETICS

Incorporate a high-quality palette of material and colours that speak to the vibrant Leederville character, retain the trees on the buildings western edge and detail the ground floor to reflect and respond to the dynamic nature of the Leederville environment

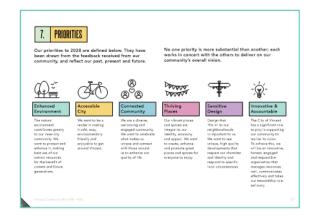
5.2 LOCAL DEVELOPMENT PLAN PURPOSE AND APPROACH

The proposed LDP has been 'reverse engineered' to respond directly to the design prepared by the project team in collaboration with key stakeholders and the local community. It will facilitate the redevelopment of the site to ensure it responds to its strategic location, integrates with and strengthens the Leederville Town Centre, provides a best practice architectural design response and delivers community benefit.

To achieve this intent, the LDP has been structured around three core components:

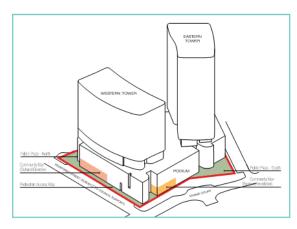
A) DESIGN OBJECTIVES

Outlining 17 design objectives that a future development application will be assessed against, which are aligned directly with the priorities of the City of Vincent's Strategic Community Plan. These objectives ensure the future development will achieve the design intent outlined within concept planning to date and enable the City of Vincent to achieve the key priorities of the broader community in line with the core strategic planning framework.



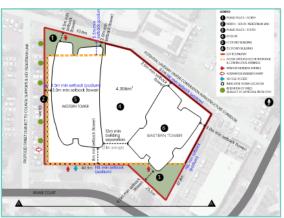
B) DEVELOPMENT INCENTIVES FOR COMMUNITY BENEFITS

Outlining the key community benefits that will be delivered in a future development application. The benefits have been workshopped with the local community (refer community benefit section of report) and ensure the development will add value, strengthen and integrate with the Leederville Town Centre. The public benefits are aligned directly with the framework identified in SPP 7.3 and have been benchmarked and weighted to confirm their importance to the existing community.



C) DEVELOPMENT CONTROLS

Outlining the controls that a future development application will be assessed against and varying provisions of relevant state and local policy. These provisions are focussed on achieve a form-based outcome on the site and vary controls such as plot ratio, setbacks, building heights, depth, separation and car-parking. The controls collectively ensure that the development responds to the existing and evolving urban context of the precinct and delivers a defined outcome to provide certainty to the community and the land owner.



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5.3 RESIDENTIAL LAND USES

The development concept proposes a mix of residential tenure; for-sale apartments and build-to-rent apartments. The concept currently proposes the build-to-sell apartment in the podium and the western tower with the build-to-sell in the eastern tower. The purpose of having different tenure types is to cater for a range of demographics.

During the consultation phase it has been queried as to why does the concept have Build-to Rent (BTR) and For-Sale apartments in separate towers. The following is a summary on why this format is proposed:

Operational Needs - BTR

- BTR units require constant maintenance access from operational teams (e.g. each time a resident moves out, the unit is painted and returned to "as new" condition);
- BTR developments have significant and constant movein/move-out traffic, which:
 - can be disruptive.
 - creates higher maintenance costs than a forsale apartment project;
- Additional elevators are required to service move-in / move-out traffic. This drives a different core design; and
- The leasing process is continuous throughout the life of the building and leasing tours are constantly occurring.
 From a management perspective, this process is more efficiently handled if all BTR units are in the same tower location.

Ownership structure

- BTR units are owned by a singular entity, whereas forsale units are individually owned.
- It is more practical from an ownership and titling perspective to have all BTR units in one tower.
- Also Design Review Panel process encouraged a 2-tower approach as opposed to single larger tower.

Why are there separate lobbies?

- BTR entrance lobby is integrated with the leasing office.
- The leasing office has a commercial and operational function in that it is where members of public meet with operations staff to consider renting at the property.
- During business hours, the Leasing office is staffed with leasing agents and a Community Manager. It is a fusion residential and office space, facilitating the "business" of leasing units.
- Further, the Leasing office performs the BTR operational functions including:
 - · Greeting, vetting and touring future residents
 - Discussing operational matters with residents
 - Receipt of deliveries (for office and resident use)
 - Accepting trades (significant due to higher maintenance requirements)

- Leasing tours are continual and require direct access to the elevators.
- Significant and constant move-in/move-out traffic associated with BTR causes additional demands on the elevator core as compared to the for-sale tower.
- Integrating the for-sale lobby with the for-rent lobby is not recommended as residents of the for-sale tower will not require interaction with the leasing team and it compromises the business and operational functions of the BTR component.

Shared Facilities

- In the proposal, co-living opportunities and generous communal spaces and facilities are retained for use by all residents (private owners and renters) via:
 - significant shared amenity space at the podium level including:
 - · edible gardens;
 - recreation facilities
 - swimming pool;
 - communal kitchen and BBQs;
 - fitness centre;
 - clubroom;
 - · learning hub (library) and
 - pet exercise area and dog-wash facility.
 - oversized elevator lobbies and resident lounges throughout the towers
 - · bicycle, end of trip and car share facilities, and
 - co-working space and a community arts hub at the ground floor.
- EG wishes to set the project up for success and meet the demand of the expected demographic, thus an evolution to more typical unit design (with private kitchens and laundries) is now proposed with the characteristic of co-living opportunities and generous communal spaces and facilities.

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5.4 LOCAL DEVELOPMENT PLAN PROVISIONS

The City have advised that Multiple Dwellings are being assessed against the LPP7.1.1 Built Form Policy and R Codes Volume 2. Specifically, the provisions of the LPP7.1.1 Built Form Policy which prevail over or are in conjunction with those within R Codes Volume 2 relate to:

- Element 2.2 Building Height (as per the Leederville Masterplan/Built Form Policy);
- Element 3.3 Tree canopy and deep soil areas (in addition to the Acceptable Outcomes of R Codes Volume 2):
- Element 3.7 Pedestrian Access and Entries (in addition to the Acceptable Outcomes of R Codes Volume 2);
- Element 3.8 Vehicle Access (in addition to the Acceptable Outcomes of R Codes Volume 2);
- Element 3.9 Car and bicycle parking (in addition to the Acceptable Outcomes of R Codes Volume 2);
- Element 4.10 Façade Design (in addition to the Acceptable Outcomes of R Codes Volume 2);
- Element 4.11 Roof design (in addition to the Acceptable Outcomes of R Codes Volume 2); and
- Element 4.15 Energy efficiency (in addition to the Acceptable Outcomes of R Codes Volume 2).

For these elements, the assessment is undertaken with the Built Form Policy provision as the acceptable outcome only, and with the proposal to meet the relevant local housing objectives of the Built Form Policy and the Element Objectives of R Codes Volume 2. It is also noted that the City's position is that the Leederville Masterplan prevails over the Built Form Policy because the Built Form Policy was adopted by Council in 2020, while the Leederville Masterplan was adopted in 2012.

Notwithstanding the above, as per cl.1.2.2 and cl.1.2.3 of R Codes Volume 2 and cl2.3 of the Built Form Policy, a Local Development Plan can amend or replace the Acceptable Outcomes of R Codes Volume 2/Deemed to Comply Provisions of the Built Form Policy.

The WAPC, in accordance with clause 47(d) of Schedule of the Planning and Development (Local Planning Schemes) Regulations 2015, have advised that they are agree that a Local Development Plan is required for the subject site for the purposes of orderly and proper planning (refer Appendix A).

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5.5 BULK AND SCALE

5.5.1 BUILDING HEIGHT

Table 1 - Building Heights

Leederville Masterplan	LPP7.1.1 Built Form Policy	Draft Leederville PSP	Local Development Plan
5 Storeys	6 Storeys	Podium – 4 storeys (16m) Tower (deemed to comply) – 18 storeys* (64.5m) Tower (bonus height) – 23 storeys* (82m) *including podium	Podium – 5 storeys (31m AHD maximum) Western Tower – 17 Storeys* 71m AHD maximum (not including roof plant) Eastern Tower – 25 Storeys* 96.5m AHD maximum (not including roof plant) *including podium

The following is justification for the proposed building heights.

5.5.1.1 Strategic Planning Context

Metronet Station Precinct

The subject site is within a 400m walkable catchment from the Leederville Train Station and is the largest privately owned (non-Government) development site within the Leederville Secondary Centre. The high-density form of development proposed for the site responds directly to METRONET objectives, and will absorb a significant proportion of the City of Vincent's infill housing targets established under the State-level strategic planning framework, Perth and Peel @3.5 Million. The development of high-density projects reduces the pressure on the locality's lower density residential neighbourhoods, and provides density in the right location - close to employment, public transport and existing services/ facilities. This has resulting benefits to the existing residential neighbourhoods, allowing for single dwellings to remain intact, which are fundamental to the character and amenity of Leederville and surrounding suburbs and provides opportunities for families to remain in the area.

Residential Density Targets

WAPC State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) classifies the Leederville Town centre as a Secondary Centre. Table 3 of SPP4.2 recommends a residential density target per gross hectare of 25 (minimum) and 35 (desirable) within a 400 metre walkable catchment. It is noted that there are currently no residential dwellings located within the 400 metre walkable catchment from the Leederville train station within the Leederville Town Centre. The subject site is within the 400 metre walkable catchment and the proposed development will assist in achieving these density targets.

5.5.1.2 City of Vincent Planning Controls

As detailed above, the City's position is that the Leederville Masterplan prevails over the Built Form Policy. Under the Guidelines the subject site is located within 'Precinct 8 – Network City'. The Masterplan vision sees an intensification and consolidation of development along Newcastle Street. The Guidelines provide no specific commentary or guidance on the development of the subject site and it appears that it was assumed by the Guidelines authors that the existing building would remain for the foreseeable future.

As a result, it is considered appropriate to compare the subject sites controls against the adjoining sites. The adjoining Water Corporation site to the east is identified with building heights of 16-24 storeys and the Council owned land to the west is identified with building heights of 8-16 storeys. The height of the proposed building is consistent with the building heights of the adjoining land to the east and west.

The land to the north of the site fronts Newcastle Street, which has a five storey limit in accordance with the Leederville Masterplan. Notwithstanding this limit, the North-West JDAP at their 14 December 2018 meeting approved an 8-storey mixed use building on Lot 102 Newcastle Street. The City of Vincent Responsible Authority Report also recommended approval. Any development on the southern side Newcastle Street will screen any development of the subject site from pedestrian level.

The height proposed by the LDP of 17 – 25 storeys including a 5-storey podium is therefore considered to fit the context of the development potential of the surrounding lots.

40 FRAME COURT 2'
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5.5.1.3 Draft Leederville Precinct Structure Plan

The draft LPSP has a deemed to comply height of 18 storeys (64.5m) and a bonus height of up to 23 storeys (82m). The LDP proposes two towers of 17 and 25 storeys. The LDP includes a requirement for a maximum height 96m AHD for the 25 storey tower, which equates to a height of just below 82m based on the lowest point of the site at 14.1m AHD. Therefore, despite the proposed height of 25 storeys being over the bonus height of 23 storeys, the overall height is compliant.

Refer to 5.5.1.4 in respect to the proposed community benefits to achieve the bonus heights proposed by the LPSP.

5.5.1.4 SPP7.3 Residential Design Codes Volume 2 - Apartments

The following table lists the Primary Control 2.2 Building Height Element Objectives and Acceptable Outcome and how these are addressed by the LDP:

ELEMENT OBJECTIVES	COMMENTARY
O2.2.1 The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	The proposed height is similar and in context to the those prescribed by the Leederville Masterplan. Refer to 5.5.1.2.
O2.2.2 The height of buildings within a development responds to changes in topography.	Not applicable as site is generally flat
O2.2.3 Development incorporates articulated roof design and/or roof top communal open space where appropriate.	The shape of the building footprint will result in an articulated roof design. The podium level of the proposed building will have a landscaped communal area.
O2.2.4 The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.	There is no residential development in proximity to the subject site. The proposed building will overshadow the adjoining William Traylen Park in the morning and early afternoon only on June 21. Note that this park is owned in freehold by the Water Corporation and is zoned Regional Centre; therefore is can be developed in the future. Refer to Figures 13 and 14. Notwithstanding that the proponent is only required to prepare overshadowing diagrams on 21 June, additional overshadowing diagrams have been prepared for 9am, 12pm and 3pm for December and March/September. These diagrams demonstrate that the proposed building height will not adversely impact on nearby public spaces, including the skate park and Oxford Street Reserve. Refer to Figures 27 to 35.
ACCEPTABLE OUTCOMES	
A2.2.1 Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument.	This LDP prescribes the height limit as it is the applicable local planning instrument.

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5.5.1.5 Community Benefit

Primary Control 2.8 of SPP7.3 provides for the establishment of development incentives that may be provided in exchange for community benefit. As stated in SPP7.3, 'Development incentives are a method through which additional development potential or flexibility (such as additional plot ratio and/or building height) is offered in exchange for tangible community benefit, such as public amenities, culture and recreation facilities or affordable and accessible housing.'

There are no development incentives identified by the current strategic or statutory planning documents. To assist in identifying these tangible community benefits, the project team undertook a Social Infrastructure Study in coordination with the City of Vincent and Leederville Connect.

The process of preparing the Social Infrastructure Study included a thorough audit of the services, facilities and infrastructure that exist today, analysis of how Leederville and its population will change in the future, consideration of the experience of Leedeerville and benchmarking its infrastructure against relevant case studies.

This information was used to inform a series of community workshops facilitated by Shape Urban where a new decision-making tool was co-created. The tool allowed for the scoring and weighting of community benefit ideas against community values, with the highest score resulting in the most beneficial outcomes for the existing community (refer Appendix H – Social Infrastructure Study for further information and full weighted list of ideas).

The proposed Community Benefit that will be delivered at development application stage, as prescribed by the LDP, include:

AFFORDABLE HOUSING

The delivery of a minimum of 10% affordable housing offered at subsidised rent and a portion of apartments offered as shared equity housing to ensure the development facilitates a diverse local community and avoids the negative impacts associated with gentrification.

DWELLING DIVERSITY

Mandated minimum splits of one bedroom and threebedroom dwellings to ensure housing for the whole community is provided in line with Leederville's existing demographic diversity.

PUBLIC FACILITIES – PUBLIC OPEN SPACE

The development of two publicly accessible pocket plazas totalling over 450sqm, responding directly to the community's aspirations to activate the area and leverage the potential of a future green link;

PUBLIC FACILITIES – PEDESTRIAN ACCESS WAY AND SITE LINKAGES

A new Public Pedestrian Access way facilitated through a setback on the site's western boundary, providing new pedestrian networks through an undefined precinct within the town centre

PUBLIC FACILITIES – PUBLIC FACILITIES ON PRIVATE LAND

The introduction of two community use spaces that may include a cultural or creative community hub and a business incubation space totalling over 240sqm responding specifically to existing gaps in provisions within the Leederville town centre and in line with the aspirations of the community.

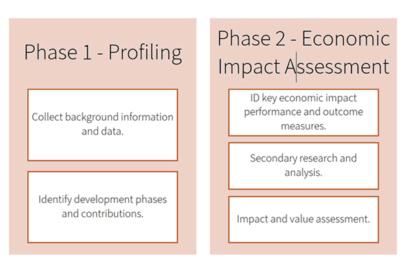
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The following table lists the clause 2.8 Development Incentives for Community Benefit Element Objectives and how these are addressed by the LDP:

ELEMENT OBJECTIVES	COMMENTARY
Development incentives should be compatible with the objectives of this policy, the local planning scheme, applicable structure plans, local development plans and local planning policies.	The proposed development incentives provide for a development that is in line with the surrounding planning context (in relation to built for and scale) and the community benefit are in direct aligned with community needs, expectations and policy frameworks.
Incentives should be chosen and weighted to reflect local priorities.	The incentives have been tested and weighted with the local community using a co-created assessment framework to ensure they provide direct benefit and address existing needs.
Incentive-based provisions should provide clearly defined and measurable outcomes required to satisfy community benefit criteria.	The provisions are clearly detailed and articulated within Table 1 of the LDP.
Incentives should be weighted so that the community outcomes are balanced with the benefit the developer achieves from the additional development allowed through varying the relevant development standard.	The incentives are considered to adequately balance the community benefit delivered with the developer benefit achieved. In particular, the proposed benefits bring the development potential of the site in line with surrounding context.
Application of incentives should not result in adverse impacts on adjoining properties or the existing or desired streetscape character.	The proposed build form and scale of the project has been extensively review through the DRP process and the concept design responds to ensure there are no adverse impacts and the development adds value to the Leederville town centre.

Economic consultants, FAR Lane, were engaged to undertake a 2-phase process Community Benefit Economic Impact Assessment illustrated below (refer Appendix I). The first phase explores how the Development can contribute to the identified gaps in cultural spaces, co-working facilities, public facilities, and shared equity housing. The second phase quantifies the economic and socio-economic impact of Frame Court.



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The assessment concluded:

The socio-economic impact and economic development arising from Frame Court include but is not limited to:

- Catering for lower-income demographics by providing new subsidised and shared housing arrangements;
- Increasing and diversifying the pool of retail shops, art spaces and restaurants by providing new space and lease options;
- Defining a new high-density neighbourhood within the town centre by drawing on Leederville's existing public space typologies to create new community space and enhance pedestrian networks catalysing for future redevelopment in proximity to the site.
- · More local employment opportunities; and
- Enhancing the net annual economic activity within the centre of Leederville due to new residents and visitors.

In respect to the development incentives for community benefits required to achieve the bonus height in the advertised version of the LPSP, clause 6.1 states in order to achieve the bonus height the proposal must be assessed against the Mandatory Criteria and achieve 50 points in accordance with the Additional Criteria. The following is a table assessing the LDP against the Mandatory and identifying the Additional Criteria that the LDP meets:

	MANDATORY CRITERIA	LOCAL DEVELOPMENT PLAN			
1	A transport analysis supports the additional vehicular movements generated by the proposal. The analysis also includes enhancement of pedestrian and cycle movement.	Complies. Transport assessment lodged with LDP. Another Transport Assessment will be lodged to support the development application.			
2	The development meets the energy efficiency requirements as set out in the Built Form Policy.	To be addressed at development appl	ication stage.		
3	The additional height does not result in any adverse impacts to adjoining properties with regard to solar access of outdoor living areas, major openings, solar collectors or spaces such as alfresco areas, outdoor dining and pedestrian arcades.	Complies. Refer to sections 5.5.1.7 Overshadowing of this LDP.			
4	A servicing analysis supports the additional demand on infrastructure.	To be addressed at development application stage.			
5	Retention and enhancement of places of heritage significance that may be located on the development site or immediately adjacent.	Not applicable			
	ADDTIONAL CRITERIA	LDP CLAUSE	POINTS		
7	Provision of landscaping beyond the requirements of this structure plan.	Complies. Refer to clauses 3.3 and 4.7.1	10		
8	Providing a dwelling type identified as a priority by the local government, such as aged and dependent dwellings, universal access dwellings, one-bedroom apartments, key-worker dwellings or other innovative housing models to meet demand.	Clause 3.1.1 A minimum 10% of the build-to-rent apartments are to be offered at subsidised rent for a period of no less than 10 years.	10		
9	Public infrastructure improvements in the form of streetscape improvements, parkland enhancement and contribution to individual infrastructure items such as a boardwalk, pedestrian arcade, library, community hall etc within or in close proximity to the development.	Clause 3.3.1 Provision of two publicly accessible plaza spaces	20		
10	Development commits to deliver affordable dwellings in partnership with an approved housing provider or not-for-profit organisation recognised by the Housing Authority.	Clause 3.1.1 A minimum 10% of the build-to-rent apartments are to be offered at subsidised rent for a period of no less than 10 years.	30		

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MANDATORY CRITERIA LOCAL DEVELOPMENT PLAN Providing an entire new piece of community infrastructure 3.5.1 Provision of the following public 50 such as a public/community space, new road at a facilities minimum width of 6 metres (only including those shown A cultural and/or community on the Structure Plan map), new pedestrian laneway at a multi-purpose facility with a minimum width of 4 metres (only including those shown minimum combined floor area on the Structure Plan map), or communal bike parking of 180m2 A business incubator / cofacility with evidence that the infrastructure is needed and supported within or in close proximity to the development. working space or other community use with a minimum floor area of 60m2 3.5.2 A Public Facilities Management Strategy shall be submitted to prior to the occupancy or use of the development. This management plan should address matters related to: The use of the premises and operating details including operations hours; Financing and maintenance; and Safety and security. 3.5.3 For the provision of a cultural facility such as an art gallery and/or art collective, the use of the developer percent for art contribution may be used to assist with fit-out, tenancy establishment, arts curation and/or on-going management. TOTAL (50 required to achieve bonus)

As demonstrated in this table the provision of the LDP easily achieve the required points to obtain the bonus height.

5.5.1.6 Surrounding Visual Impact

The site benefits from being located on the southern edge of the Leederville Town Centre and is surrounded by commercial uses, Water Corporation infrastructure and at-grade car parks. The subject site fronts one road, Frame Court. There are no residential buildings within 100 metres of the subject site.

It is acknowledged that the Leederville Town Centre is currently a lower scale centre, despite its public transport accessibility and proximity to the CBD. The Leederville Masterplan currently allows 16 to 24 storeys adjacent to the subject site and 5 storeys on Newcastle Street (note that the JDAP has recently approved an 8 storey mixed-use building on Newcastle Street with the City's support) and 5 storeys on Oxford Street. These building heights will limit the visual impact of the proposed building at pedestrian level on Oxford and Newcastle Streets.

To further limit the impact of height and scale, the LDP proposes that the building be developed with two slim towers instead of one wide tower. The tower components have been carefully crafted to create 2 towers of different heights with a hierarchy of build forms and softened edges to minimise the bulk. The built form is further articulated with insertions of the lobbies and balconies interspersed with integrated communal landscaped spaces that will add to the visual interest and increase amenity.

In order to assess the visual impact of the building that can be developed in accordance with the LDP, a Visual Impact Assessment has been prepared based on the development concept that was presented to meeting 3 of the Design Review Panel.

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Visual Impact Assessment (VIA)

The vantage points were chosen because they provide assessment from at least one of the following view categories:

- Publicly accessible areas along key movement routes;
 and
- Publicly accessible areas that are used for events.

Context

The site benefits from being located on the southern edge of the Leederville Town Centre and is surrounded by commercial uses, Water Corporation infrastructure and at-grade car parks. The subject site fronts one road, Frame Court. There are no residential buildings within 100 metres of the subject site.

It is acknowledged that the Leederville Town Centre is currently a lower scale centre, despite its public transport accessibility and proximity to the CBD. The Leederville Masterplan currently allows 16 to 24 storeys adjacent to the subject site and 5 storeys on Newcastle Street (note that the JDAP has recently approved an 8 storey mixed-use building on Newcastle Street with the City's support) and 5 storeys on Oxford Street. These building heights will limit the visual impact of the proposed building at pedestrian level on Oxford and Newcastle Streets.

To further limit the impact of height and scale, the LDP proposes that the building be developed with two towers instead of one wide tower. The tower components have been carefully crafted to create 2 towers of different heights with a hierarchy of build forms and softened edges to minimise the bulk. The built form is further articulated with insertions of the lobbies and balconies interspersed with integrated communal landscaped spaces that will add to the visual interest and increase amenity.

Detailed Assessment Methodology

A qualitative assessment of the visual impacts and changes to landscape has been undertaken based on the following guidelines:

- RMS Environmental Impact Assessment Guidance Note: Guidelines for landscape character and visual impact assessment (2013);
- The Guidance for Landscape and Visual Impact Assessment (GLVIA), Third Edition (2013) prepared by the Landscape Institute and Institute of Environmental Management and Assessment; and
- Visual Representation of Development Proposals, Technical Guidance Note 02 (2017)

The guidelines describe the assessment as a way to define the changes to the physical landscape and day to day visual effects of a project on people's views. The determination of the impacts is based on the following criteria:

Sensitivity is defined as "The sensitivity of a landscape character zone or view and its capacity to absorb change" (EIA No4 Guidelines, 2013, RMS). The visual sensitivity of a view is defined by the nature of the view and its duration. A higher visual sensitivity is given to views which would be seen for longer, by a higher numbers of potential viewers and where visual amenity is important to viewers. The context of the view and the distance from the views are also used to determine the visual sensitivity level of the landscape.

Magnitude is defined as "The measurement of the scale, form and character of a development proposal when compared to the existing condition" (EIA No4 Guidelines, 2013, RMS).

It reflects the degree of visual contrast between the proposal and the existing landscape setting. In the case of visual assessment this also relates to how far the proposal is from the viewer.

Existing and Proposed Scenarios

Finalisation of the design and supporting technical documentation enabled the selected vantage points to be realistically documented.

The accuracy of the existing and proposed images is based on the following process and information:

- 3D massing model of the proposed built form with the building and context modelled to the correct RL's;
- Modelling the surrounding buildings and context relevant to each photo to correct height, with the photo taken from the exact location 1.5m above the ground RL (eye height); and
- Photo matching and rendering to reflect landscaping, intended materials and lighting.

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MAGNITUDE

		Very High	High	Moderate	Low	Very Low	Negligible
SENSITIVITY	Very High	Substantial	High	High/ Moderate	Moderate	Moderate/ Low	None
	High	High	High/ Moderate		Moderate/ Low	Low	None
		High / Moderate	Moderate	Moderate/ Low	Low	Low/ Negligible	None
	Low	Moderate	Moderate/ Low	Low	Low/ Negligible	Negligible	None
	Very Low	Moderate/ Low	Low	Low/ Negligible	Negligible	Negligible/ None	None

Impact Level (Matrix of Sensitivity & Magnitude)

Sensitivity	Criteria				
	Nationally designated landscape with high conservation or heritage value and absence of landscape detractors.				
Very High	Protected views identified in planning policy designation, State designated publicly accessible landscape or heritage assets.				
	Locally designated valued landscape with many distinctive characteristics and very few landscape detractors.				
High	Public views with a high visual prominence and a high number of users in close proximity, private views in close proximity, passive recreational receptors where the landscape has a high visual value.				
	Landscape with some distinctive characteristics and few landscape detractors.				
Moderate	Public views with a moderate visual value and a moderate number of users in close proximity, active recreational receptors where the landscape has little visual value.				
	Landscape with few distinctive characteristics and presence of landscape detractors.				
Low	Public views with a little visual value and a low number of users, where receptors are mostly road users in motor vehicles or passers-by, people at their work place or views from commercial buildings where the landscape has some visual value.				
	Landscape with no distinctive characteristics and presence of many landscape detractors.				
Very Low	Public views with none visual value and a limited number of users not in close proximity, people at their work place or views from commercial buildings where the landscape has little or no visual value.				

Sensitivity Ranking Criteria

Magnitude	Criteria
	Total loss or major change to key characteristics of the existing landscape.
Man, Hinh	The proposal forms a significant and immediately apparent part of the scene.
Very High	It significantly contrasts in scale and character (either existing or planned).
	It is severely detrimental to the quality of the scene.
	Notable loss or change to key characteristics of the existing landscape.
Link	The proposal forms a dominant feature of the scene to which other elements become subordinate.
High	It contrasts in scale and character (either existing or planned).
	It is reducing the quality of the scene.
	Partial loss or change to key characteristics of the existing landscape.
Moderate	The proposal forms a visible new element within the overall scene, yet one that is relatively compatible with the surrounding character (either existing or planned) and view's composition.
	It is possibly reducing the quality of the scene.
	Minor loss or change to key characteristics of the existing landscape.
Low	The proposal constitutes only a minor component of the wider view, that is compatible with the surrounding character (either existing or planned) and view's composition.
	Limited or no loss or change to key characteristics of the existing landscape.
Very Low	The proposal constitutes only a minor component of the wider view, which might be missed by the casual observer or receptor. Awareness of the proposal would not have an effect on the overall quality of the scene.
Negligible	No change in the landscape or view.

Magnitude Ranking Criteria

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Physical Absorption Capacity

Physical Absorption Capacity means the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed development or its effects, such as view blocking. It includes the ability of the existing and future elements of the landscape setting to physically hide, screen or disguise the proposed development.

Physical Absorption Capacity also includes the extent to which the material and finishes of the proposal blend with others of the same or closely similar kinds, to the extent that they cannot be easily perceived as new elements of the environment.

The following factors provide some physical absorption capacity for the proposal and reduces the visibility of the site from the Leederville Town Centre:

- Existing developments along Oxford Street, Newcastle Street and Vincent Street;
- Existing mature trees on Oxford Street, Newcastle Street and within the City car parks;
- Land topography sloping down towards the subject site;
- · Awning over buildings along Oxford Street; and
- Potential future developments in accordance with Leederville Masterplan.

Selection of Vantage Points

The key vantage points for the purpose of visual impact assessment have been determined through identification of physical absorption capacity and visibility of the site as well as focus on the areas that are more likely to be affected by the proposal. Note that a majority of the active areas within the Leederville Town Centre are not visible as they are screened by existing buildings and vegetation.

The scope of this VA is primarily focused on the medium distant views from the public realm. The key vantage points analysed include:

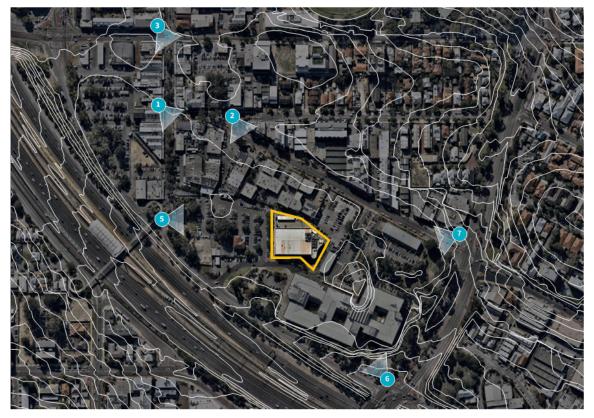
- · View from corner of Oxford and Newcastle Streets;
- View from corner of Newcastle Street and Carr Street (Leederville Village Square);
- View from north-western corner of Oxford and Vincent Streets;
- View from Oxford Street and Scarborough Beach Road.
- · View from Oxford Street and Leederville Parade;
- View from Loftus Street and Leederville Parade; and
- View from Loftus Street and Newcastle Street.

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Figure 8: Vantage Points





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Item 9.2- Attachment 3

Viewpoint 1 - Corner of Oxford Street and Newcastle Street

The aim of assessing the view from the corner of Oxford Street and Newcastle Street is:

- To understand the visual impact of proposed built form viewed from the key movement route
- To assess to what degree the existing setting along the street mitigates views of the future development
- To test the extent to which the change of built elements may alter the existing and future character of the Town Centre
- This is one of few vantage points along the southern section of Oxford Street where the proposed building is visible.

SENSITIVITY

The view from the corner of Oxford Street and Newcastle Street is considered to have LOW sensitivity due to:

- Proposal is not in close proximity
- Receptors are mostly motorists that are passing along Oxford Street and beyond, therefore have short term views. Pedestrians are less likely to notice or be concentrating on views but will be walking north-south along Oxford Street or crossing the road.
- Only the upper portion of the proposal is visible
- Public view has limited visual value

MAGNITUDE

The magnitude of the proposal in this view is considered VERY LOW, due to:

- Proposal does not deteriorate the existing built form character of the Town Centre
- Proposal constitutes a minor component of the wider
- Proposal is screened by existing buildings
- Proposal does not constitute a marked negative effect on existing views. The Project is located a considerable distance from the centres major Town areas
- Proposal is not reducing the quality of the scene and is consistent with the future character of Leederville in accordance with the Leederville Masterplan (e.g. 16 storey buildings on the Council car parks and 24 storeys on the Water Corporation site).

The visual impact for this view is assessed as NEGLIGIBLE.

MAGNITUDE

		Very High	High	Moderate	Low	Very Low	Negligible
	Very High	Substantial	High	High/ Moderate	Moderate	Moderate/ Low	None
Ĭ	High	High			Moderate/ Low	Low	None
ISITI	Moderate	High / Moderate		Moderate/ Low	Low	Low/ Negligible	None
SENSIT	Low	Moderate	Moderate/ Low	Low	Low/ Negligible	Negligible	None
	Very Low	Moderate/ Low	Low	Low/ Negligible	Negligible	Negligible/ None	None

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Figure 9: Existing View 1



Figure 10: Proposed View 1 (Proposed Building Only)



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PROPOSED DEVELOPMENT HEIGHT
FRAME COURT

RASTERPLAN:
16 STORIES

PROPOSED FUTURE BUILDING, OXFORD
ST (LEEDERVILLE MASTERPLAN)

Figure 11: Proposed View 1 (Proposed Building + Leederville Masterplan Potential Buildings)

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Viewpoint 2 – Corner of Newcastle Street and Carr Street (Leederville Village Square)

The aim of assessing the view from the corner of Newcastle Street and Carr Street (Leederville Village Square) is:

- To understand the visual impact of proposed built form viewed from the key movement route and Town node
- To assess to what degree the existing setting along the street mitigates views of the future development
- To assess to what degree future buildings in accordance with the Leederville Masterplan may mitigate the future development
- To test the extent to which the change of built elements may alter the existing and future character of the Town Centre
- This is one of few vantage points along the western section of Newcastle Street where the proposed building is visible.

SENSITIVITY

The view from the corner of Oxford Street and Newcastle Street is considered to have LOW sensitivity due to:

- · Proposal is not in close proximity
- Receptors are mostly motorists that are passing along Newcastle Street and beyond, therefore have short term views. Pedestrians are less likely to notice or be concentrating on views but will be walking on the footpath or crossing the road.
- Public view has limited visual value

MAGNITUDE

The magnitude of the proposal in this view is considered LOW, due to:

- Proposal does not deteriorate the existing built form character of the Town Centre
- Proposal constitutes a minor component of the wider view
- Proposal does not constitute a marked negative effect on existing views.
- Proposal is not reducing the quality of the scene and is consistent with the future character of Leederville in accordance with the Leederville Masterplan (e.g. 5 storeys proposed along Newcastle Street, 16 storey buildings on the Council car parks and 24 storeys on the Water Corporation site).

The visual impact for this view is assessed as LOW/ NEGLIGIBLE.

MAGNITUDE

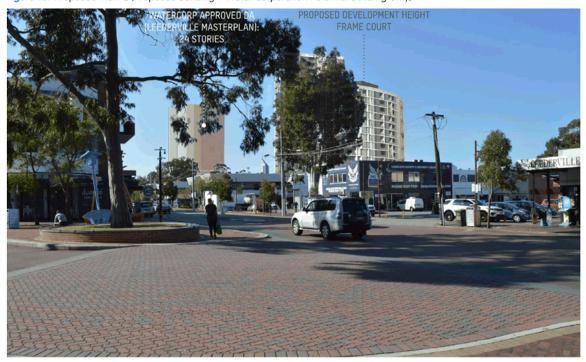
		Very High	High	Moderate	Low	Very Low	Negligible
SENSITIVITY	Very High	Substantial	High	High/ Moderate	Moderate	Moderate/ Low	None
	High	High		Moderate	Moderate/ Low	Low	None
	Moderate	High / Moderate		Moderate/ Low	Low	Low/ Negligible	None
SEN	Low	Moderate	Moderate/ Low	Low	Low/ Negligible	Negligible	None
	Very Low	Moderate/ Low	Low	Low/ Negligible	Negligible	Negligible/ None	None

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Figure 12: Existing View 2



Figure 13: Proposed View 2 (Proposed Building + Water Corporation Potential Building Only)



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Figure 14: Proposed View 2 (Proposed Building + Leederville Masterplan Potential Buildings)

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MAGNITUDE

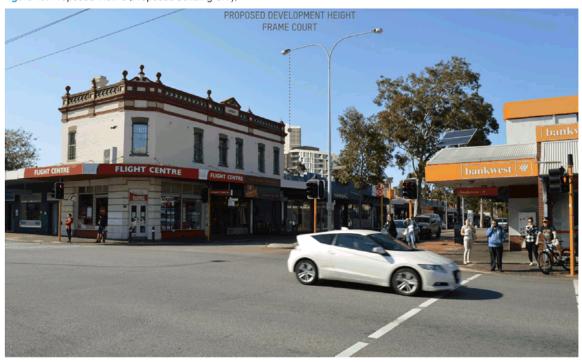
		Very High	High		Low		Negligible
	Very High	Substantial	High	High/ Moderate	Moderate	Moderate/ Low	None
Ĭ	High	High			Moderate/ Low	Low	None
SITI	Moderate	High / Moderate	Moderate	Moderate/ Low	Low	Low/ Negligible	None
SENSI		Moderate	Moderate/ Low	Low	Low/ Negligible		None
	Very Low	Moderate/ Low	Low	Low/ Negligible	Negligible	Negligible/ None	None

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Figure 15: Existing View 3



Figure 16: Proposed View 3 (Proposed Building Only)



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PROPOSED DEVELOPMENT HEIGHT COUNCIL OWNED SITE (LEEDERVILLE MASTERPLAN): 16 STORIES OXFORD ST (LEEDERVILLE MASTERPLAN)

PROPOSED FUTURE BUILDING, OXFORD ST (LEEDERVILLE MASTERPLAN)

PROPOSED FUTURE BUILDING, OXFORD ST (LEEDERVILLE MASTERPLAN)

FLIGHT CENTRE

RIGHT CEN

Figure 17: Proposed View 3 (Proposed Building + Leederville Masterplan Potential Buildings)

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Viewpoint 4 – Corner of Oxford Street and Scarborough Beach Road

The aim of assessing the view from the corner of Oxford Street and Scarborough Beach Road.is:

- To understand the visual impact of proposed built form viewed from a long vista from a the key movement route and lingering point
- To test the extent to which the change of built elements may alter the existing long vista

SENSITIVITY

The view from the corner of north-western corner of Oxford and Vincent Streets is considered to have NEGLIGIBLE sensitivity due to:

- · Proposal is not in close proximity
- Proposal is screened by existing buildings and vegetation
- Public view has limited visual value

MAGNITUDE

The magnitude of the proposal in this view is considered NEGLIGIBLE, due to:

- Proposal does not deteriorate the existing built form character of the Town Centre
- Proposal constitutes a minor component of the wider view
- Proposal does not constitute a marked negative effect on existing views.

The visual impact for this view is assessed as NEGLIGIBLE.

MAGNITUDE

		Very High	High	Moderate	Low	Very Low	Negligible
	Very High	Substantial	High	High/ Moderate	Moderate	Moderate/ Low	None
SITIVITY	High	High	High/ Moderate	Moderate	Moderate/ Low	Low	None
		High / Moderate	Moderate	Moderate/ Low	Low	Low/ Negligible	None
SENSIT	Low	Moderate	Moderate/ Low	Low	Low/ Negligible	Negligible	None
	Very Low	Moderate/ Low	Low	Low/ Negligible	Negligible	Negligible/ None	None

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Figure 18: Existing View 4



Figure 19: Proposed View 4 (Proposed Building Only)



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Figure 20: Proposed View 4 (Proposed Building + Leederville Masterplan Potential Buildings)

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Viewpoint 5 – Corner of Oxford Street and Leederville Parade

The aim of assessing the view from the corner of Oxford Street and Leederville Parade is:

- To understand the visual impact of proposed built form viewed from the key movement route
- To assess to what degree the existing setting along the street mitigates views of the future development
- To test the extent to which the change of built elements may alter the existing and future character of the Town Centre
- This is one of few vantage points along the southern section of Oxford Street where the proposed building is visible. Other vantage points are screened by buildings or trees.

SENSITIVITY

The view from the corner of Oxford Street and Newcastle Street is considered to have LOW sensitivity due to:

- Proposal is not in close proximity
- Receptors are mostly motorists that are passing along Oxford Street, Leederville Parade and beyond, therefore have short term views. Pedestrians are less likely to notice or be concentrating on views but will be walking north-south along Oxford Street, east west along Leederville Parade or crossing the road.
- Public view has limited visual value

MAGNITUDE

The magnitude of the proposal in this view is considered LOW, due to:

- Proposal does not deteriorate the existing built form character of the Town Centre
- Proposal is partially screened by existing trees
- Proposal does not constitute a marked negative effect on existing views. The Project is located a considerable distance from the centres major Town areas
- Proposal is not reducing the quality of the scene and is consistent with the future character of Leederville in accordance with the Leederville Masterplan (e.g. 16 storey buildings on the Council car parks and 24 storeys on the Water Corporation site).

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The visual impact for this view is assessed as LOW/ NEGLIGIBLE.

MAGNITUDE

		Very High	High	Moderate	Low	Very Low	Negligible
	Very High	Substantial	High	High/ Moderate	Moderate	Moderate/ Low	None
<u>_</u>	High	High	High/ Moderate		Moderate/ Low	Low	None
SENSITIVITY	Moderate	High / Moderate	Moderate	Moderate/ Low	Low	Low/ Negligible	None
	Low	Moderate	Moderate/ Low	Low	Low/ Negligible	Negligible	None
	Very Low	Moderate/ Low	Low	Low/ Negligible	Negligible	Negligible/ None	None

Figure 21: Existing View 5



Figure 22: Proposed View 5 (Proposed Building Only)



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Item 9.2- Attachment 3

Viewpoint 6 – Intersection of Loftus Street and Leederville Parade

The aim of assessing the view from the corner of Loftus Street and Leederville Parade is:

- To understand the visual impact of proposed built form viewed from the key movement route
- To test the extent to which the change of built elements may alter the existing vista

SENSITIVITY

The view from the intersection of Loftus Street and Leederville Parade is considered to have NEGLIGIBLE sensitivity due to:

- · Proposal is not in close proximity
- Proposal is screened by existing buildings and vegetation
- Public view has limited visual value

MAGNITUDE

The magnitude of the proposal in this view is considered NEGLIGIBLE, due to:

- Proposal does not deteriorate the existing built form character of the Town Centre
- Proposal constitutes a minor component of the wider view
- Proposal does not constitute a marked negative effect on existing views.

The visual impact for this view is assessed as NEGLIGIBLE.

MAGNITUDE

		Very High	High	Moderate	Low	Very Low	Negligible
	Very High	Substantial	High	High/ Moderate	Moderate	Moderate/ Low	None
<u></u>	High	High	High/ Moderate		Moderate/ Low	Low	None
SENSITIVITY		High / Moderate	Moderate	Moderate/ Low	Low	Low/ Negligible	None
SE SE	Low	Moderate	Moderate/ Low	Low	Low/ Negligible	Negligible	None
	Very Low	Moderate/ Low	Low	Low/ Negligible	Negligible	Negligible/ None	None

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Figure 23: Existing View 6



Figure 24: Proposed View 6 (Proposed Building Only)



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Viewpoint 7 – Intersection of Loftus Street and Newcastle Street

The aim of assessing the view from the corner of Loftus Street and Leederville Parade is:

- To understand the visual impact of proposed built form viewed from a key movement route
- To test the extent to which the change of built elements may alter the existing vista

SENSITIVITY

The view from the intersection of Loftus Street and Leederville Parade is considered to have a MODERATE sensitivity due to:

- The site not be screened by existing buildings and vegetation
- A majority of users are drivers that should be concentrating on the road
- Public view has limited visual value

MAGNITUDE

The magnitude of the proposal in this view is considered MODERATE, due to:

- Proposal does not deteriorate the existing built form character of the Town Centre from this vista
- It is compatible with the future development
- Proposal does not constitute a marked negative effect on existing views.

The visual impact for this view is assessed as MODERATE.

MAGNITUDE Moderate Very Low Negligible Moderate/Low None SENSITIVITY Moderate/Low Low None Moderate Moderate/Low Low/ Negligible Low None Low Moderate Low/ Negligible Negligible None Moderate/Low Low Very Low Moderate/ Low Low Low/ Negligible Negligible Negligible/ None None

Summary

This VIA has reviewed and assessed the sensitivity and magnitude of the proposed changes from various key locations to assist people with interpreting any impacts they believe may exist.

Our findings revealed that the proposal incorporates a number of principles and key measures designed to improve the existing streetscape and mitigate the potential visual impacts:

- Consistent massing with the future vision and evolving character of the Leederville Town Centre
- Responsive to the future character of the Leederville Town Centre to provide a legible built form element at the
 gateway to the Centre
- Addressing the street frontages and enhancing the streetscape
- · Use of facade treatment, articulation and colour selection consistent with the existing and evolving character
- Increasing pedestrian experience and activation within Council car parks and Frame Court

The surrounding streets with high Town will experience low/negligible visual impact as the result of the development. The proposal is also consistent with the proposed building heights in the strategic planning environment of Leederville (e.g. Leederville Masterplan).

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Figure 25: Existing View 7



Figure 26: Proposed View 7 (Proposed Building Only)



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5.5.1.7 Overshadowing

The subject site is currently surrounded by commercial development, car parks and Water Corporation infrastructure. There are no residential dwellings in close proximity to the subject site. The overshadowing diagrams below, prepared in accordance with the R-Codes, demonstrate that the adjacent Water Corporation building will be partially overshadowed in mid-winter. Note that there are no solar collectors on the Water Corporation building.

Notwithstanding that the proponent is only required to prepare overshadowing diagrams on 21 June, additional overshadowing diagrams have been prepared for 9am, 12pm and 3pm for December and March/September. These diagrams demonstrate that the proposed building height will not adversely impact on nearby public spaces, including the skate park and Oxford Street Reserve

Figure 27: Overshadowing (June 21, 9am)



Figure 28: Overshadowing (June 21, 12pm)



Figure 29: Overshadowing (June 21, 3pm)



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Figure 30: Overshadowing (December 21, 9am)



Figure 31: Overshadowing (December 21, 12pm)



Figure 34: Overshadowing (March/September, 12pm)



Figure 32: Overshadowing (December 21, 3pm)







5.5.2 PLOT RATIO

The subject site does not currently have a designated Residential Density Code by LPS2, however cl. 2.3 of the Built Form Policy states the R-AC3 provisions of the R Codes Volume 2 shall apply to all multiple dwelling and mixed use applications for development approval on sites zoned Regional Centre. Notwithstanding, The LDP proposes an R-AC0 code in order for the LDP to prescribe the necessary controls.

In respect to the designation of a Plot Ratio for a site, Clause 5.3.1 of the draft Leederville PSP does not prescribe a plot ratio for the Cityscape Sub-Precinct, therefore a plot ratio has not been included on the LDP.

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5.6 SETBACKS

In accordance with Tables 1.3a and 1.3b the subject site is a 'D' reference, therefore the setbacks are to be in accordance with R Codes Volume 2 Table 2.1 (R Codes Volume 2). As a result, this LDP prescribes the setbacks. Refer to table below for the prescribed setbacks.

Setback (Podium)	Design WA	Local Development Plan		
Primary Street	As per LDP	Nil		
Side				
West	As per LDP	1.5m		
East	As per LDP	Nil		
Rear	As per LDP	Nil		

5.6.1 STREET SETBACKS (PODIUM)

The subject site has one boundary to a gazetted street, being Frame Court on its southern boundary. Due to the irregular configuration of this boundary the LDP proposes a varied setback, ranging from nil to 17m. The larger setback is required to accommodate the southern plaza.

5.6.2 SIDE AND REAR SETBACKS (PODIUM)

The proposed northern (rear) setback is nil. The adjoining land on the northern boundary is the Water Corporation sewer, water and drainage infrastructure corridor. It is acknowledged that this infrastructure corridor may be retrofitted into a pedestrian access way in the future as part of the PSP implementation. In order to address this matter the following objective is included on the LDP:

- Respond to the future Water Corporation infrastructure corridor 'Green Link' as a key placemaking element of the precinct, through:
 - the provision of the northern public plaza;
 - active uses fronting the plaza;
 - murals, street art and/or greenery on the boundary wall; and
 - the ability for the northern elevation of the building that directly adjoins the infrastructure corridor to be activated in the future through the conversion of car parking spaces on the ground and first floor to tenancies.

An example of the future adaption is demonstrated in Figure 15, where internal car parking bays can be converted to active tenancies in the future.

Note that this adaption will not occur until there is adequate commercial demand for these potential tenancies and the development outcome of the adjacent vacant Water Corporation landholding to the north is known.

The proposed eastern setback is nil. The eastern elevation will abut the existing Water Corporation infrastructure building.

The proposed western setback is 1.5m. This setback is required to facilitate an active western elevation by providing adequate width for a footpath and tree retention. This 1.5m setback, in addition to the existing 1.0m landscape strip within the Council owned car park and modifications to the parking bays to include an additional 0.5m, will provide for 3.0m verge. These modifications will be at the proponents cost and be undertaken as part of the development application in accordance with the attached provisions included in the LDP:

- 3.4.1 1.5m setback at ground level to be provided from the western property boundary to facilitate the provision of the pedestrian access way in accordance with 3.4.2. All ground floor tenancies, including those on the western boundary, are to have activated frontages, including glazing and pedestrian entrances.
- 3.4.2 Satisfactory arrangements being made with the City relating to modification of the Frame Court car park adjacent to the western boundary of the subject site accommodate a 3.0m minimum pedestrian access way. This width is inclusive of the 1.5m western setback area referred to in 3.4.1, and is to be landscaped to integrate with the public plazas in respect to treatment and materials to the satisfaction of the City.

The active western elevation will provide for passive surveillance over the car park and will facilitate the provision of the future access road proposed in the Leederville Masterplan. It also provides the opportunity to provide a green pedestrian corridor, which was identified as the number one social infrastructure item required for the Leederville town centre in the Social Infrastructure Study. This green pedestrian corridor will link with existing and future pedestrian links as per Figure 38. These links have been discussed as part of the PSP process and are considered essential to improving the pedestrian amenity for residents, workers and visitors.

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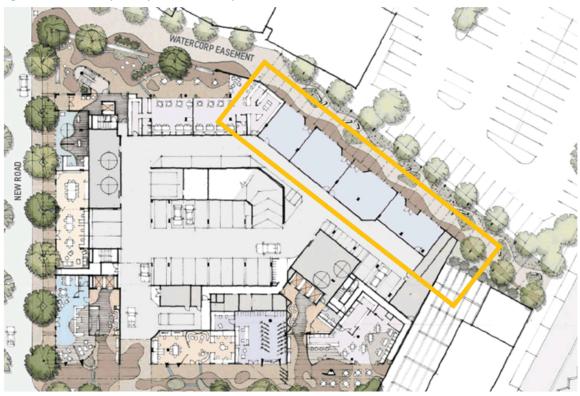


Figure 36: Potential Adaption Adjacent to Water Corporation Easement

Figure 37: Adaption Cross Section



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Figure 38: Proposed Green Pedestrian Corridors



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5.6.3 STREET, SIDE AND REAR SETBACKS (TOWERS)

The setback for the towers varies to each boundary due to the unconventional configuration of the subject lot. Refer to Figure 2 of the LDP for the proposed setbacks (refer below).

In respect to building separation distances with adjoining lots, there are currently no building above two storeys. Notwithstanding, the following commentary details the potential future building separation distances.

Northern Boundary

The LDP proposes a minimum 2.0m tower boundary to the northern boundary. It is noted that a 7.0m Water Corporation easement straddles the northern boundary of the subject site for its entire length. Water Corporation have advised that no development can be built over this easement. R Codes Volume 2 requires a 12m building separation distance for buildings on adjoining lots over 9 storeys. This results in the adjoining lot requiring a minimum tower setback of 3.0m. This setback is not considered prohibitive for the adjoining lot to achieve.

Eastern Boundary

The LDP proposes a minimum 3.0m tower boundary to the eastern boundary. The adjoining site is owned by the Water Corporation and is developed with plant and equipment relating to the adjoining headquarters building. Therefore, this lot is unlikely to be redeveloped. Notwithstanding, if the site was redeveloped, its potential is limited (e.g. below 8 storeys) due to its small area and narrow width. R Codes Volume 2 requires a 6m building separation distance for buildings on adjoining lots between 5-8 storeys. This results in the adjoining lot requiring a minimum tower setback of 3.0m. This setback is not considered prohibitive for the adjoining lot to achieve.

Southern Boundary (Primary Street)

The towers are setback between 6.0m to 8.0m from the street boundary. These setbacks are not considered to negatively impact on the streetscape.

Western Boundary

The LDP proposes a minimum 3.0m tower boundary to the western boundary. It is proposed for the adjoining land to be used as a pedestrian/vehicle link of approximately 12 to 15m in width. Therefore, it is considered to be suitable from a building separation perspective.

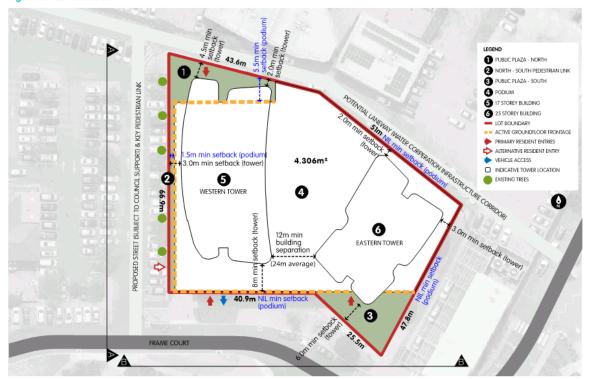


Figure 39: LDP Setbacks

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5.7 BUILDING DEPTH

Primary Control 2.6 Acceptable Outcome requires a maximum building depth of 20m. The LDP proposed a maximum building depth of 24m for the western tower and 25m for the eastern tower.

The following table lists the Primary Control 2.6 Building Depth Element Objectives and Acceptable Outcome and commentary/justification in respect to the additional building depth:

ELEMENT OBJECTIVES	COMMENTARY
O 2.6.1 Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	Open living areas of apartments in the design concept are all below the maximum 9.0m.
O 2.6.2 Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.	The towers have been orientated to maximise north light access to the podium and internal facing towers
O 2.6.3 Room depths and/or ceiling heights optimise daylight and solar access and natural ventilation.	Refer O2.6.1. Habitable room and open living areas are all below the 9m maximum depth. The minimum ceiling height in main living areas and bedrooms is 2.7m
ACCEPTABLE OUTCOMES	
A 2.6.1 Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to 4.1 Solar and daylight access and 4.2 Natural ventilation.	Acceptable outcomes are achieved through apartments in the design concept that are less than 9m in depth with a minimum ceiling height of 2.7m in main living areas. Natural ventilation are above the required minimum at 78% for first 9 storeys and 71% for the entire building.

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5.8 BUILDING SEPARATION

Primary Control 2.7 Acceptable Outcome requires a minimum building separation of 24m, within the site boundary. The LDP proposes a minimum building separation of 12m with an average of 24m. The unique configuration of the site results in the two towers be offset from each other. This results in the corners of the towers being in close proximity (e.g. 12m).

The following table lists the Primary Control 2.7 Building Separation Element Objectives and Acceptable Outcome and commentary/justification in respect to the building separation:

ELEMENT OBJECTIVES	COMMENTARY
O2.7.1 New development supports the desired future streetscape character with spaces between buildings.	The tower street setbacks and the different angles of the towers, in addition to the building separation, provides for a varied and interesting streetscape.
O2.7.2 Building separation is in proportion to building height.	The building separation is considered to be in proportion to building height.
O2.7.3 Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	The LDP includes a provision that these matters require addressing as part of the development application stage.
O2.7.4 Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.	The LDP mandates the provision of two ground level public plaza's being a minimum of 200m2 and 250m2 in area, with a minimum deep soil zone of 100m2. These areas are in addition to communal areas and amenities on the podium level. 10% deep soil area will also be provided in accordance with R Codes Volume 2.
ACCEPTABLE OUTCOMES	
A 2.7.1 Development complies with the separation requirements set out in Table 2.7.	The LDP proposes a minimum building separation of 12m and an average of 24m. Table 2.7 states that: Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like. The 24m average meets the requirements of Table 2.7. The LDP includes a requirement that visual and acoustic privacy, natural ventilation, sunlight and daylight access be suitably addressed at the development application stage.

There are no buildings on adjoining properties that require separation. Please refer to section 5.6.3 for future building separation distances to adjoining properties.

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5.9 CAR PARKING

As described in the appended Transport Report (Appendix D), the approach to provision of parking on the subject site is to accommodate the level of parking that is reflective of a key inner city Activity Centre such as Leederville without over provision of parking for residential land uses or provision of bays for uses that would benefit from reciprocal use of parking. A range of supporting measures aimed at use of modes other than private motor vehicles would also support the approach to parking provision.

The overall ratio of residential parking per dwelling achieved through the design concept that informed the LDP is 1.04. There are a further 40 parking bays (approximately) split between ground floor commercial tenants, visitors (commercial and residential combined) and share car bays. 30 motorcycle or scooter bays are also included.

At the development application stage, a reciprocal parking arrangement for the use of the bays for the commercial tenancies and visitors to residential land uses may be explored in accordance with clause 5.3.4(b) of the draft Leederville PSP.

The reciprocal parking rights over the commercial car parking bays required for the ground floor uses for visitor parking, is considered acceptable on the basis of excellent accessibility to Leederville by non-motorised modes of transport (e.g. public transport and bicycles), support for Shared Cars through provision of parking spaces for this operation, the substantial availability of on and off-street parking in the Leederville Activity Centre (e.g. there are 257 public car park bays adjacent to the site), an increase in use of on-demand services to and from the Activity Centre and provision of excellent End of Trip facilities for residents, visitors and tenants alike.

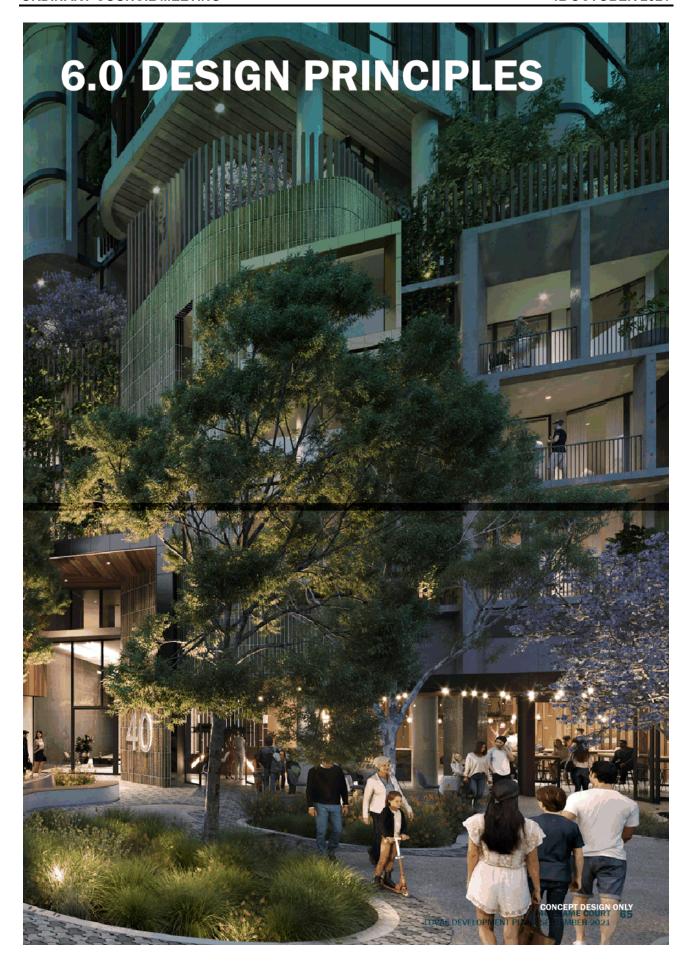
Justification for this approach is listed in the following table in accordance with Clause 3.9 Car and Bicycle Parking Design Guidance:

ELEMENT OBJECTIVES	COMMENTARY
DG 3.9.1 The location, form, quantity and organisation of parking is usually a balance of development feasibility, site constraints, local context, resident expectations, apartment types and regulatory car parking requirements. The provisions of deep soil areas, stormwater management and tree retention can also affect the size and shape of a car park footprint.	The site sits within a business park, with more than 40% of land used for car parking. Future planning aims to shift this typology so that it aligns with the local urban context of Oxford Street which prioritises more valuable land uses and pedestrian focused outcomes. The proposed car parking will be located within the podium of the building and sleeved by commercial tenancies/apartments on the street frontage and western elevation.
DG 3.9.2 Parking requirements should be determined considering the proximity of the development to a centre(s) and the availability of public parking or high-frequency public transport services. Reducing car parking requirements may reduce car dependency and encourage walking, cycling and the use of public transport.	Reducing car dependency is paramount in Leederville. The subject site has optimal public transport service, being 430m from Leederville Station, 180m of a bus route, and 2.8kms from Central Perth. Cycling is easy and efficient, with proximity to the PSP and other major routes.
DG 3.9.3 Visitor parking may be reduced where there is adequate on-street parking or public parking in the near vicinity of the development.	There are 595 public bays in Frame Court car park, The Avenue car park and along Newcastle and Oxford Street, where site observations show capacity. Changes to time limits to facilitate higher turnover at Frame Court will reduce commuter parking demand and free up bays for visitor and commercial uses. Further, reciprocal parking rights will accommodate visitor parking within the commercial bays at different demand times.
DG 3.9.4 The provision of parking for alternative forms of transport such as car share vehicles, motorcycles and bicycles should also be considered.	It is proposed that two parking spaces will be allocated for car share, motorcycles and scooter bays are over provided and parking and lockers within end of trip facilities for 100% of employees.

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In respect to the traffic generated by the proposed development, the City officers were concerned that the additional traffic could exacerbate the existing traffic issues on Leederville Parade. As a result, a SIDRA analysis was undertaken for the AM peak for the intersection of Leederville Parade and Frame Court. The transport report concluded that the site would generate vehicle trips associated with the residential and commercial uses and these would primarily be during standard weekday commuting hours. There would be a single crossover into the site and the level of vehicle trips generated by the site, considering the removal of existing vehicle trips already generated, indicates that the access point would operate at an acceptable level of service. The adjoining intersection of Frame Court and Leederville Parade operates with some queuing during the morning peak period that is associated with the Thomas Street corridor controlled by Main Roads WA. The level of development related traffic forecast 40 Frame Court would not lead to a deterioration of this intersection as the additional vehicle trips are on average as one extra vehicle per minute. Refer to Appendix D.

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The following table demonstrates the alignment of the proposed LDP concept design with SPP7.0 Design Principles. These should be read in conjunction with the Design Review Panel presentation in Appendix F.



CHARACTER

The existing site is characterised by limited street frontage, lacking presence and is devoid of any activation in the middle of an underutilised commercial precinct surrounded by car parking, commercial buildings and Water Corporation assets.

The proposed design seeks to reinvigorate the local area by introducing a significant residential component, commercial tenancies and community uses to complement the main Oxford Street commercial precinct.

Inspired by the local character of Oxford Street, the proposed development responds to its local context with a design that is diverse, rich, vibrant and colourful in nature, a quintessential urban village that is Leederville.

The development significantly improves the public domain by introducing a north and south pocket plazas, linked by a public walkway on the western edge which in turn maximises the active frontages and also retains the existing stand of trees which will provide and enhance the visual appeal.



Landscape forms a significant and integral part of the design proposal. It explores Perth's rich network of wetlands and connected drainage that form a link from Herdsman to Monger and Claisebrook. The landscape design seeks to draw on the site's historical context on this drainage train by adopting wetland species and drainage functions into the design.

An innovative stormwater drainage strategy is introduced to capture stormwater from roofs and paved surfaces into rain gardens with permeable pavers that assist with filtration and connection to groundwater.

Extensive landscaping reminiscent of wetland systems are featured in the public realm of the north and south plazas and are also extended up to the resident's podium amenity level and well as the common lobbies and breakout spaces in both residential towers.

10% deep soil area will also be provided in accordance with R Codes Volume 2. The number of trees will exceed R Codes Volume 2 requirements.

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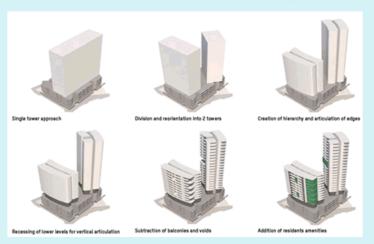


Built form and scale have been carefully considered through the preparation of the site specific LDP for the site, which was informed by an extensive design process that involved the development and testing of architectural concept plans and ongoing consultation and design reviews with the City as well as community interest groups such as Leederville Connect.

The proposed design created significant setbacks to the north, south and west to provide the opportunity for public open spaces and maximising activation with quality streetscapes to an otherwise limited southern street frontage only.

The podium building is envisaged with commercial and community uses on the ground plane with apartments sleeving carparks on the upper levels. The high-rise residential component has been carefully crafted to create 2 towers of different heights with a hierarchy of built forms and softened edges to minimise the bulk. The built form is further articulated with insertions of the lobbies and balconies intersperse with integrated communal landscaped spaces that will add to the visual interest and increase amenity, as well as careful consideration of potential design treatments such as curved facades, horizontal banding and materiality to minimised perceived bulk and scale.

The plan series below demonstrates the evolution of the design:





The development is designed with the end-user in mind, creating a diverse, generous, and robust usable apartments with common and private outdoor living spaces for both the build-to-rent and build-to-own residents.

Extensive landscaping and amenities throughout the podium and within the towers provide an attractive green environment for residents' enjoyment. The ground plane public plazas with functional landscaping and high-quality streetscape offers community benefit to the local area. High quality building materials and colours will be utilised, which appropriately respond to the character of the Leederville. Refer to potential material palettes below:

Podium Materials











Tower Materials













The carpark is screened from the public realm with services, storage areas and waste management integrated into the development to minimise their visual impact.



The design adopts strong passive environmental design approaches, achieved through the orientation of development and breakdown of building mass. The layout provides excellent solar and daylight access throughout the entire development, and allows for good natural cross ventilation for most apartments (approx. 70%), reducing the development's overall power needs.

The proposed design will adopt a certified 5 Star Greenstar and/or One Planet Living accreditation.



AMENITY AND COMMUNITY

The design is committed to provide public community benefit through the provision of quality functional landscape plazas and flexible tenancies such as the multipurpose space and business incubator or co-working space made available to the community at a reduced 'peppercorn' rental agreement. In addition, an art hub or art collective space has been provided through the percent for art contribution to assist with fitout, tenancy establishment, art curation and on-going management.

The development also seeks to provide affordable housing as well a minimum of 20% of apartments with silver liveable housing standard to ensure future aging in place and adaptability.

A range of diverse residential product has been designed to include studios, 1, 2 and 3 bed dwellings to suit different needs and changing community demographics.

A significant level of indoor amenity and outdoor landscaped terraces with a pool deck, outdoor dining pavilion, edible garden, pet exercise area to name a few, have been designed at the podium level to offer a diverse choice of activities for the residents that encourage fitness and social interaction.

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The pedestrian movement and permeability of the site have been designed to enhance legibility.

The primary pedestrian access corresponds with the activated key corners of the site that are accentuated with vertical design elements, providing wayfinding visual cues. A continuous footpath links these corners and where the main residential lobbies and landscaped pocket plazas are located.

Vehicle movement to carparking and servicing areas has been restricted to a single cross over to minimise the interruption to the shopfronts and footpath access. A loading area in the carpark has been provided to allow for off-street commercial deliveries and residential removalist. Refuse collection is designed to be within the refuse stores in the carpark and out of sight from the public realm.

The central communal amenities and open space are located on the podium level with direct access from both the residential towers and protected from the prevailing winds. The indoor communal spaces surround the main outdoor landscaped deck and pool area and are interconnected through universally accessible paths as well as visually linked to each other proving amble choice of activities and lifestyle.

SAFETY

The building is designed to optimise casual surveillance of the public realm, by orienting all living areas and balconies towards the street. Upper level balconies are secured by virtue of their vertical separation from the public realm.

A combination of fixed and sliding screens to balconies will also allow residents to control visual privacy into their dwelling.

Communal areas such as lobbies, breakout spaces, internal corridors, indoor and outdoor communal space are designed for universal access and will benefit from casual surveillance by residents.

Shopfronts have been maximised to provide surveillance of the public footpaths and ground level lobbies are designed to be integral with active public spaces which are visible from the public realm. The residential carparking and bicycle stores will be behind security gates or screens to ensure resident's cars and bicycles are securely stored on site.

AESTHETICS

The development incorporates a high-quality palette of materials and colours to achieve an attractive and inviting outcome that speaks to the vibrant Leederville aesthetics of Oxford Street.

The proposed use of naturally finished materials of patinated copper, timber composite, steel, off form precast concrete and face-brick achieves a contemporary aesthetic that is robust yet engaging and appealing. Together with retention of existing trees and significant landscaping on the public realm, the design is specifically tailored to its site and locality, providing an elegant and coherent development and contributes to a sense of place.

40 FRAME COURT 69
LOCAL DEVELOPMENT PLAN . SEPTEMBER 2021



Our ref: DP/16/00483

Enquiries: Michael Daymond (6551 9714)

Chief Executive Officer City of Vincent PO Box 82 LEEDERVILLE WA 6902

Attention: Tim Wright

Dear Sir

CITY OF VINCENT File Ref Folio Action Officer BECEIVED 18 GCT 2016 CEO CORP SERV COMM SERV PLAN SERV TECH SERV REPORT - REPLY - ACTION - NOTE PSM

LOCAL DEVELOPMENT PLAN - LOT 101 (40) FRAME COURT, LEEDERVILLE

I refer to your letter dated 17 June 2016 in respect to the above.

Please be advised that in accordance with clause 47(d) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the Western Australian Planning Commission agrees that a Local Development Plan for Lot 101 (40) Frame Court, Leederville is required for the purposes of orderly and proper planning.

It is understood that the Local Development Plan will help facilitate the future development of the subject site.

If you have any queries in respect to the above, please contact Michael Daymond, Senior Planning Officer, on 6551 9714.

Yours sincerely

Robert Hodges

Manager, Metropolitan Planning Central

11 October 2016

cc. Matt Raymond

TPG Town Planning, Urban Design & Heritage



Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000 Tel: (08) 655 19000 Fax: (08) 655 19001 corporate@planning.wa.gov.au www.planning.wa.gov.au ABN 35 482 341 493



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VERSION CONTROL

VERSION COMMENT	PREPARED BY	REVIEWED BY	REVIEW DATE APPROVED BY	ISSUE DATE
А	AC	RD		

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2 40 FRAME COURT . PLACE STRATEGY

INTRODUCTION

40 Frame Court is 4300sqm in single ownership, located in an underutilised precinct, and on the doorstep of the Leederville Train Station.

Its redevelopment represents a unique opportunity to deliver a fit for purpose 21st century urban development in Leederville.

Through early and ongoing engagement, it was recognised that with this great opportunity comes significant responsibility. The site's re-development must respond to Leederville's much loved and unique characteristics, and ultimately add value to one of Perth's most recognisable inner urban and creative neighbourhoods.

This Place Strategy addresses this responsibility through:

PLACE STORY: Drawing upon Leederville's unique history to understand the stories that can be reinterpreted through a design response;

CITY CONTEXT: Analysing the site through various layers of context to discover its role in Perth's urban regeneration, the Leederville Town Centre and its surrounding precincts;

PLACE AUDIT: Providing an evidence base of the existing uses, character, movement networks and people who live, work and visit Leederville to envision the role the site can play in improving the centre; and

THE PLAN: Summarising this context into a vision for the site's redevelopment and a series of recommendations and project partners to deliver.

This Place Strategy is a collection of ideas from the community and the project team, to deliver a development that is fit for purpose, strengthens the role of the Leederville Secondary Centre and ensures the unique loveable aspects of Leederville are at the forefront of the site's re-development.

It aims to create a great place that people want to be.

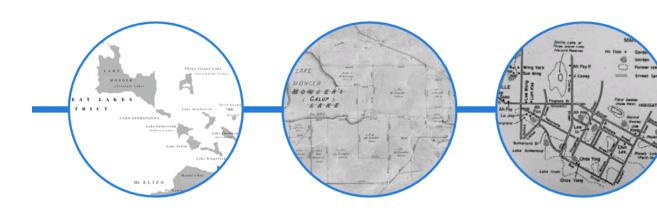


THE STORY

What is the history of Leederville?

How can this be reinterpreted in a design?

What makes Leederville unique?



1829 WETLANDS +

LAKES

A 'second coast' once ran through the city, with a system of wetlands, and streams covering the Swan Coastal Plain and providing important meeting places for Aboriginal people. The lakes connected present day Herdsman to the City Centre, with Leederville located on low lying land between Lake Monger and Lake Georgianna. The site rests on the northern banks of Lake Georgianna.

1840 THE ESTATES

European settlement occurred in 1830, with much of the land owned by William Leeder and John Monger. The area was low lying and had poor drainage resulting in continual flooding and limited growth.

1910 THE GARDENS

The low lying land was identified as being productive for intensive horticulture. Market Gardens were established in the area and the land around the site was farmed by Chinese market gardeners including Ah Fan and Lu Joy.

4 40 FRAME COURT . PLACE STRATEGY







CONNECTED LEEDERVILLE

Leederville developed into the urban environment reminiscent of today through the gold rush period and the extension of the tram network linking the area to down town. The tram resulted in the Main Street typology of Oxford Street, with a grid street network connecting Leederville to present day West Leederville. During this time, industrial uses were present on the site.

1978 FREEWAY SEPARATION

The Mitchel Freeway opened in 1973, following the path of the old Lakeland systems. Leederville was split in two, with large areas adjacent the freeway, including present day Frame Court, cleared of its historical built form. The freeway provided access to new suburbs to the north, ultimately resulting in Leederville's partial decline.

2019 TODAY

"Leederville is having a moment and coming of age". The main street of Oxford Street, character buildings, an eclectic mix of uses and events and it's proximity to the city have led to Leederville's revival. Leederville has reinvented itself as one of Perth most creative, attractive and unique urban neighbourhoods.

40 FRAME COURT . PLACE STRATEGY

5

THE CONTEXT

THE CITY

At the intersection of Perth's inner-city redevelopment opportunities and the creative inner north – 40 Frame Court is well placed to lead the way as an innovative development for a new wave of urban regeneration.

Located within the Leederville Activity
Centre, the development of 40 Frame
Court is as much about Leederville as it
is about Perth.

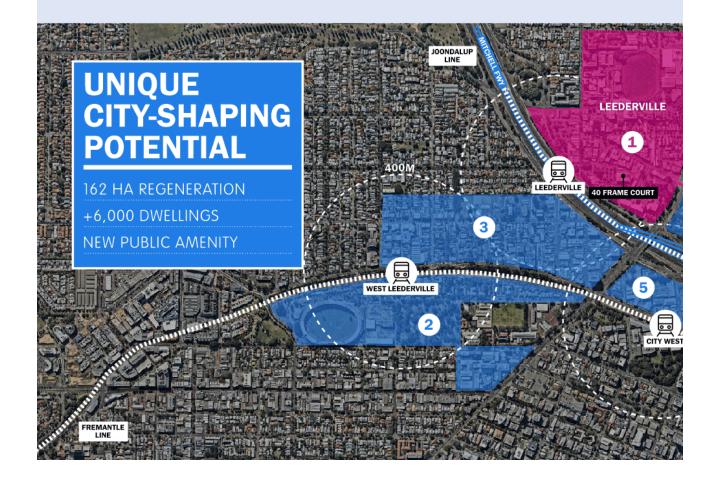
The alignment and clearing of land adjacent to the Freeway for its construction created a series of semi-industrial / semi commercial land uses, benefiting from the Freeway's regional accessibility.

Perth's population and urban footprint has continued to expand and these large tracts of land are now considered underutilised, becoming an opportunity for urban renewal.

Collectively, Subiaco East, West Leederville, Leederville, West Perth, City West and the City Link represent a unique city shaping opportunity of 162 hectares, with the potential to accommodate over 6,000 new dwellings, injecting new amenity, life and activity into the inner West.

With the State Government's objective for infill development and its priority to ensure housing, jobs and services are provided within close proximity to rail infrastructure through MetroNet, these precincts are becoming increasingly important to the future of Perth.

Adding to this potential is Leederville's relationship with Perth's "Creative Inner North". Its recognisable and unique neighbourhood creates the amenity and lifestyle that attracts people to urban living.





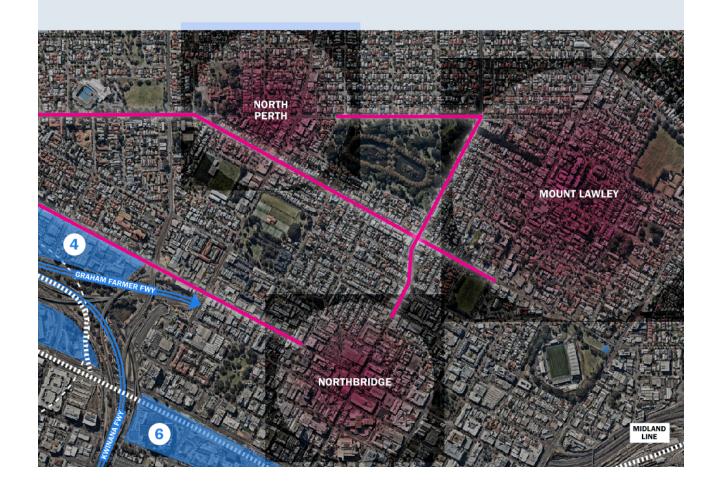












THE CONTEXT

THE TOWN

As 1 of 4 significant redevelopment sites in the Leederville Town Centre and sitting within an 'undefined' precinct, 40 Frame Court has the potential to redefine the southern entrance to Leedy and set the tone for future redevelopment of Government owned land.

Leederville is 'coming of age' as a highly attractive inner urban neighbourhood. Identified as a 'Secondary Centre' under State Planning Policy 4.2. Leederville is considered the 'capital' of the City of Vincent and will play an important role in acheiving the 11,490 dwelling infill target identified in Perth & Peel @ 3.5 million. Its development will be guided by the Leederville Activity Centre Plan (ACP), which is currently under preparation.

Informing this ACP is the Leederville Masterplan, which sets the boundary of the Town Centre and identifies a series of 'Precincts'. Many of these precincts are highly recognizable. When we think of Leederville we think of the 'The Strip' at Oxford - the coffee shop, restaurant and retail hub, the 'innovation precinct' with North Metro Tafe and education uses, the 'Sporting and Civic Hub' centred around Leederville Oval.

But precincts at the southern entrance to Leederville remain relatively undefined. The Avenue', the Town Square' and Newcastle' are less identifiable in our image of Leederville and are the areas we move through on our way to other Town Centre destinations.

These areas also offer the most significant opportunity to achieve the State's Infill Target and reimagine and strengthen what it means to be Leederville. With prime redevelopment sites adjacent to the Leederville Train Station totalling almost 5 hectares, the development of key Town Centre 'building blocks' can inject new life and activity into Leederville and make better use of these strategic land holdings.

TOWN CENTRE BUILDING BLOCKS

















8 40 FRAME COURT . PLACE STRATEGY





EDUCATION PRECINCT "INNOVATION"





ENTERTAINMENT PRECINCT "NIGHT LIFE"



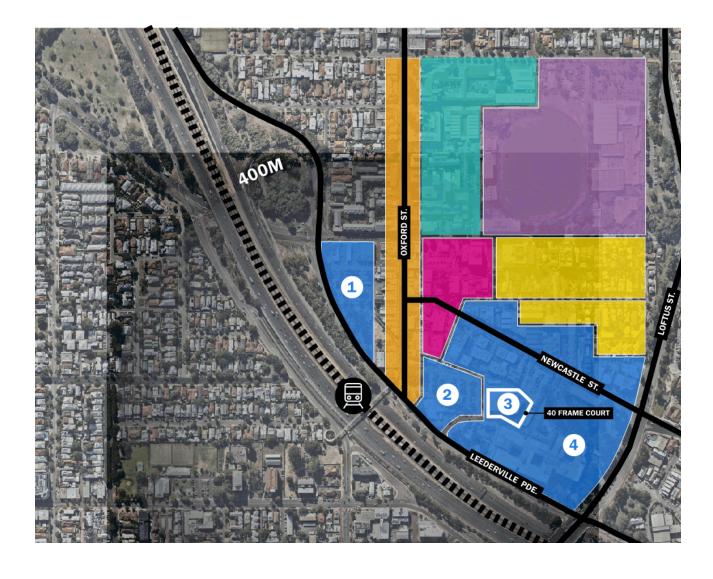
RESIDENT QUARTER

AN UNDEFINED SOUTHERN GATEWAY



OXFORD TOWN SQUARE



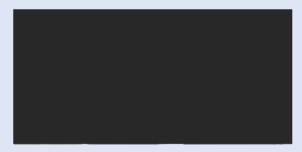


THE CONTEXT

THE PRECINCT

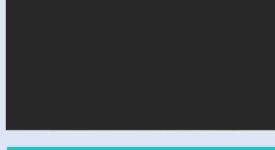
At the centre of the 'Frame Court Precinct', the site's development is an opportunity to transform the area from a place for parking the car to a place for people.

40 Frame Court is located in a precinct bounded by Oxford Street, Newcastle Street, Loftus Street and Leederville Parade, adjacent to the Leederville Train Station, with a total area of 7.6 hectare. It is characterised by:



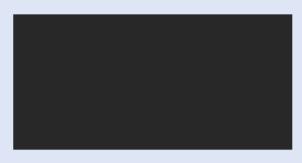
AN UNDEFINED STREET NETWORK

The precinct lacks the fine grain character of the rest of Leederville, with a limited street network resulting in buildings being placed in space rather than framing Leederville's network of streets, laneways and plazas.



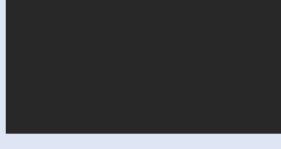
UNPROGRAMMED GREEN SPACE

Green space is provided at the 'Town Square' which is activated through the childrens play space. Other areas include William Traylen Park (above) and the 'Green Frame' surrounding the WaterCorp building which are unprogrammed and do not generate significant recreational or amenity value.



A PLACE FOR PARKED CARS

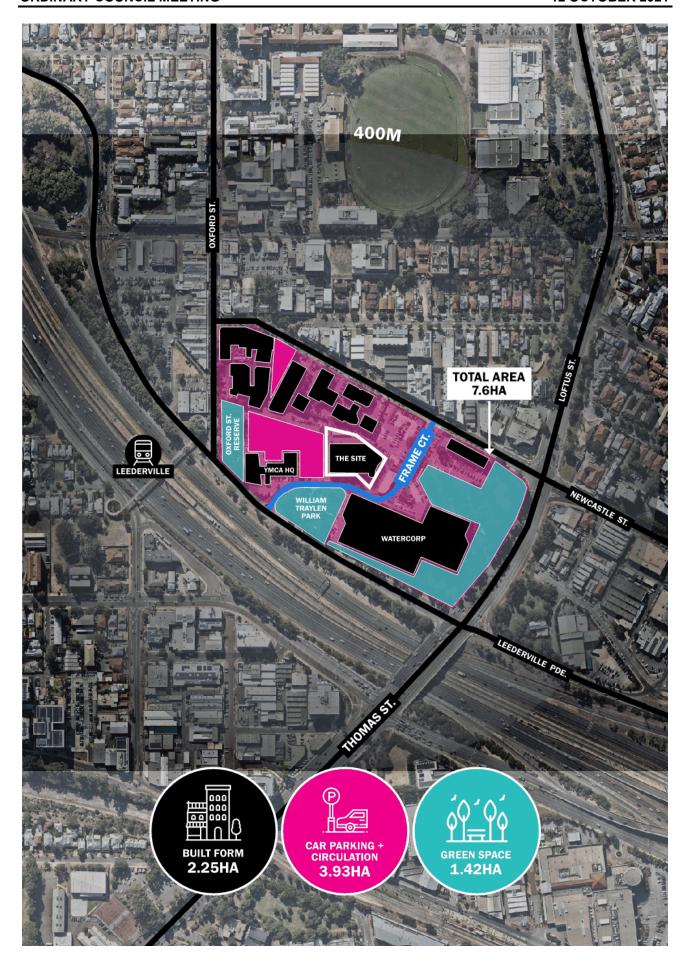
Over half of the total precinct area is dedicated to car parking and circulation, being a significant underutilisation of land with access to Leederville's amenity and transit infrastructure and a confusing network for pedestrians.



INACTIVE

With much of the precinct containing 9-5 commercial uses, the precinct lacks a level of activity and associated safety. With no residents located within the precinct, limited after-hours activity occurs.

10 40 FRAME COURT . PLACE STRATEGY



THE PLACE

PEOPLE

Who lives, works and visits Leederville? What do we know about these people, what do they like about Leederville and what can be improved?

WORKERS

TODAY

TOMORROW

+3,500 +350

*LAND USE + EMPLOYMENT SURVEY [ABN EMPLOYEES]

RESIDENTS

TODAY

3,333

PROFILE ID

TOMORROW (2036)

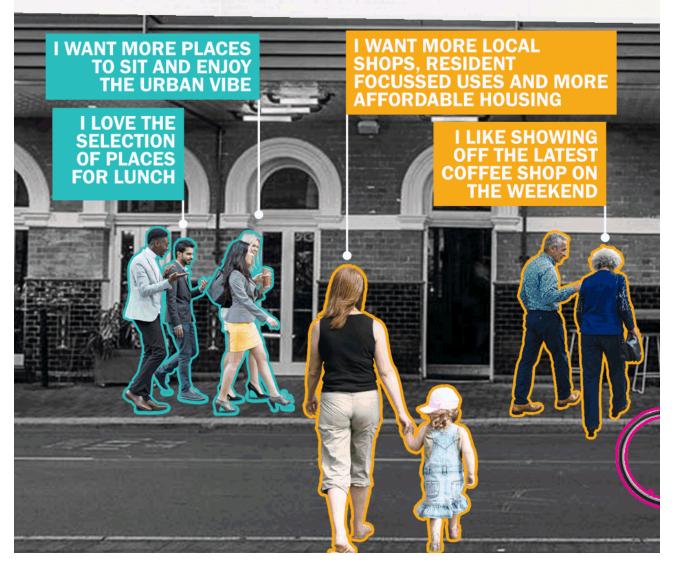
+2,500

LEEDY WORKERS ARE:

BUSINESS OWNERS, GOVERNMENT EMPLOYEES, BARISTAS, RETAIL

LEEDY RESIDENTS ARE:

YOUNG, TRANSIENT, EDUCATED, ANGLO



RESIDENTS ARE...

LEEDERVILLE YOUNGER [32 AVG MEDIAN AGE] [GREATER PERTH = 36]

LONE RANGERS [30% OF PEOPLE LIVE IN LONE HOUSEHOLDS] [GREATER PERTH = 22%]

TRANSIENT [41% OF PEOPLE RENT IN LEEDERVILLE] [GREATER PERTH = 26%]

EDUCATED [46% OF PEOPLE HAVE A UNIVERSITY QUALIFICATION] [GREATER PERTH = 23%]

ANGLO TOP ANCESTRY GROUPS ENGLISH, AUSTRALIAN, IRISH, SCOTTISH [83% OF POPULATION]

STUDENTS

ANNULLY ATTEND NORTH METRO TAFE LEEDERVILLE

[COURSES INCLUDE COMMUNITY SERVICES, AGED CARE, MENTAL HEALTH, MUSIC + RECORDING]

LEEDY STUDENTS ARE:

COMMUNITY FOCUSSED, CREATIVE. TIME RICH, MONEY POOR

VISITORS

SIGNIFICANT NUMBER OF **EVENING + WEEKEND VISITORS**

LEEDY VISITORS:

LIVE NORTH, LIVE FOR THE WEEKENDS, **COME FOR A GOOD TIME, WATCH THE LOCAL FOOTY**



THE PLACE

ACTIVITY

What uses attract people to Leederville? Where are they located? What can we learn from this land use mix?

WE NEED MORE HUMANS LIVING DOWN TOWN.

Leederville has a strong employment base led by traditional government employers and relative low levels of commercial vacancy (11.7%, Y-Research). Its regional accessibility and place amenity is also attracting private companies to relocate to the area (ie. ABN +9,000m2 office)

With more jobs than residents, there is a key opportunity for people to live and work in Leederville and improve its performance.

+3,500 LOCAL JOBS*

+38,000m²

OFFICE FLOORSPACE*
(2,200 FTE JOBS)

*LAND USE + EMPLOYMENT SURVEY. WAPC 15/17

3,333 LEEDERVILLE RESIDENTS

POPULATION

73%

OF LEEDY
TOWN CENTRE
CURRENTLY
(RESIDENT FREE

MAINTAIN THE QUIRK.

Food, beverage and entertainment are distinct point of differences that have transformed Leederville into a regional destination. But unique, independent retail provides a different offering and we need to be careful to maintain the balance. With the recent closure of crowd favourites like Oxford Street Books and Atlas Devine and increasing rents, how do we ensure Leederville doesn't become a victim of its own success.

46 TENANCIES

60% FOOD + BEVERAGE +7,000m²

NLA

40%
RETAIL

EMBED DAILY RITUALS.

Leederville is performing well, but many of the rituals and uses that residents need to access on a daily basis like gyms, libraries, child care and grocery stores are located on the edge of the Town Centre. This results in decreased daily use of Oxford Street and the potential for escape spend to competing centres.

830 METRES

AVERAGE DISTANCE FROM TOWN SQUARE TO 'DAILY RITUAL' USES BRING BACK THE CREATIVES.

The success of Leederville as a destination has pushed rents higher, causing creative uses attracted to the inner-city environment to the "West Perth Creative Quarter". These uses have the potential to drive the attractiveness of our inner city neighbourhoods, and we need to focus efforts on finding alternatives locations for these attractor uses.

12

'CREATIVE USES' CLUSTERED IN WEST PERTH \$45K PER NUM

AVERAGE COST OF GROUND FLOOR LEASE OF OXFORD STREET TENANCY

*AVERAGE COMMERCIAL REAL ESTATE.COM

14 40 FRAME COURT . PLACE STRATEGY

MAJOR EMPLOYERS

- North Metropolitan TAFE Leederville
- 2 City of Vincent
- Department of Local Gov. Sport and Cultural Industries
- School of Isolated + Distance Education
- ABN (Future)
- 6 Water Corporation

- Margaret Kindergarten
- City of Vincent Library
- Loftus Recreation Centre
- Australia Post
- The Good Grocer
- Leederville Train Station

CREATIVE USES

- Bang Digital -Marketing Agency
- Toby's Estate Coffee Retailer
- 15 The Backlot Studios
- 16 HD Rentals (Film + Television)
- 3 Monkeys
- Audiovisual Specialists Cleaver Street Studio (Co-Working)
- 19 The Old Love Seat Cafe
- Soggybones Skateshop
- 21 Linton & Kay Galleries
- Fridays Studio



40 FRAME COURT . PLACE STRATEGY 15

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THE PLACE

MOVEMENT

How do people move through Leederville and the Frame Court Precinct? What type of spaces work well for pedestrians? What connections can be improved?

PUT PEDESTRIANS FIRST

The precinct has an undefined pedestrian network, with an informal pedestrian desire line between the Leederville Train Station and the Water Corporation site. People can be seen weaving through to car park, and effort should be directed to creating a more defined environment of higher amenity for pedestrians.





ID COMMUNITY PROFILE, 2016

INVITE CYCLIST INTO TOWN

Leederville is well connected to regional bike paths, with more than 1200 cyclists passing by the Town Centre daily. How can we leverage this passing traffic to direct more people into Leederville.



1,200
CYCLIST
PASS THE
SITE DAILY

PERTH'S MOST TRANSIT ORIENTATED NEIGHBOURHOOD

Leederville has excellent accessibility to the broader city region, with train and bus networks connecting the neighbourhood to the central city and beyond. But with still less than 1 in 5 local residents taking public transit to work, how do we leverage this accessibility to become Perth's most transit-oriented neighbourhood?

17.2% TOOK PUBLIC TRANSPORT TO WORK 10.2% PERTH AVERAGE

D COMMUNITY PROFILE 2016

AVERAGE
3,570
WEEKDAY
TRAIN
BOARDINGS

PUT CARS IN THEIR PLACE

Despite the good, over half of all residents still drive to work and a large proportion of the Town Centre is dedicated to at grade car parking. How do we make better use of this space and encourage behaviour change?

52.4%
OVER HALF
OF LEEDERVILLE
RESIDENTS
DRIVE TO WORK

10,000
VEHICLES
THROUGH THE
HEART OF THE
TOWN CENTRE
ON A DAILY BASIS

PEDESTRIAN AMENITY + DESTINATIONS THE LEEDERVILLE DNA

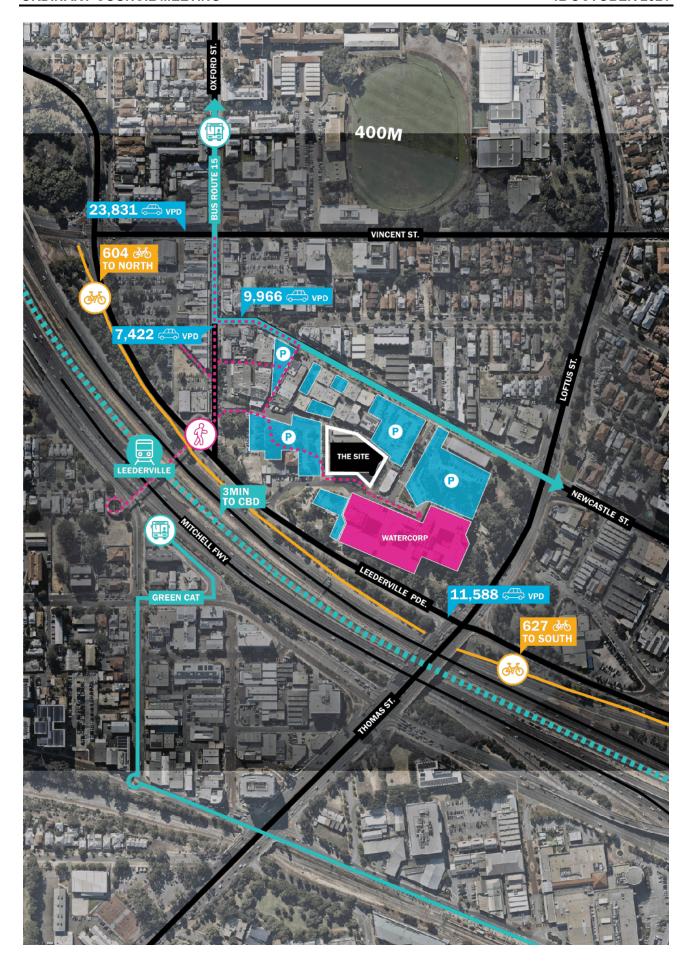
Leederville has a network of linkages and destinations and a series of public space typologies through the Town Centre. Could we borrow these typologies to put people first in Frame Court?





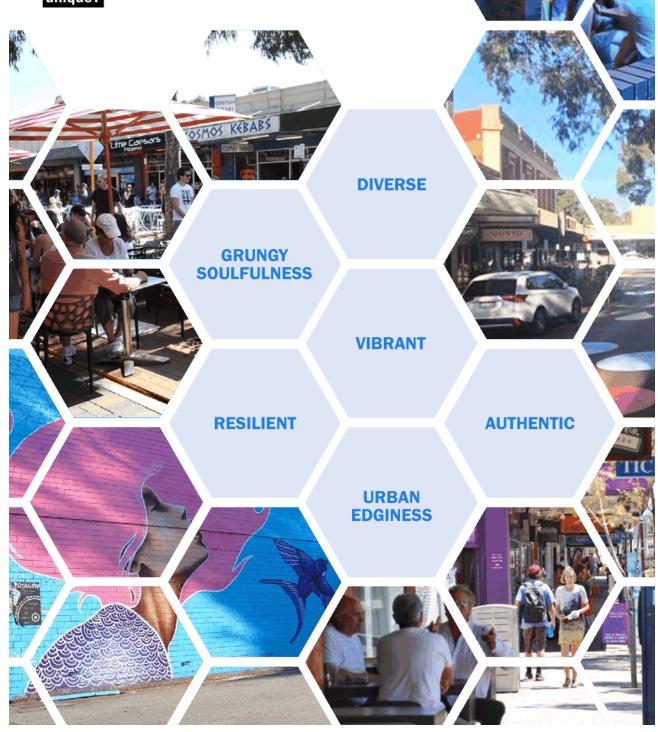


40 FRAME COURT . PLACE STRATEGY



THE PLACE CHARACTER

How does the community describe Leederville's character? How can the project team interpret this character? To create something that is Leederville unique?





THE PLAN

PLACE + DESIGN BRIEF

ADD THE FRAME to Leederville's newest neighbourhood, using town centre DNA to create places for people, a defined pedestrian environment and suggesting a future network of places as the area develops;

Deliver HIGH DENSITY HAPPINESS

through leveraging the site's proximity to transit, providing a range of fit for purpose housing types delivered through innovative models and focussing on the provision of shared facilities to enhance social connections;

Strengthen the **LEEDERVILLE VIBE** through innovative architectural and landscape design, drawing on feedback received from the community, the sites unique history, and distinctive elements of the Leederville Town Centre; and

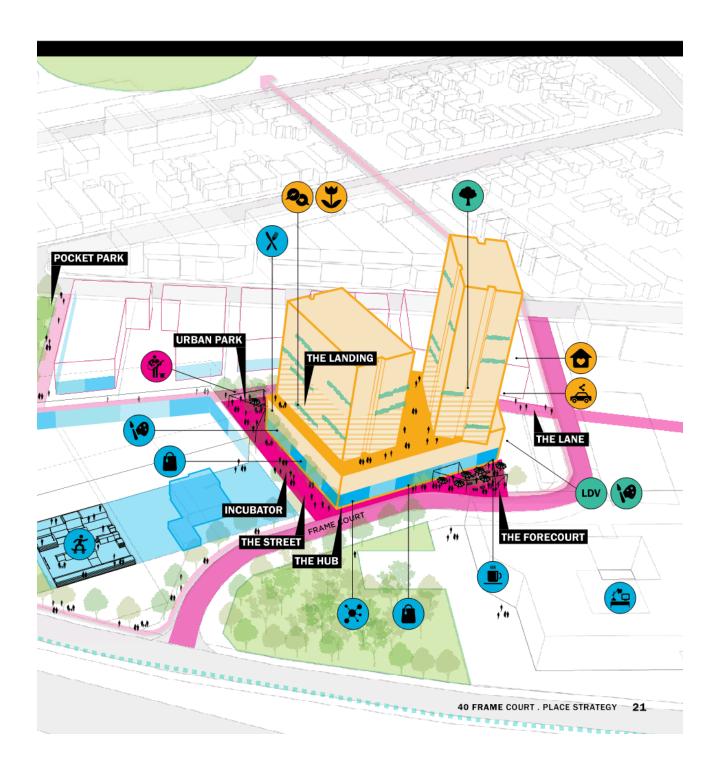
RE-MIX THE PRECINCTS through providing publicly accessible ground floor uses that respond to the site's unique urban context, strengthen the role and positioning of the Town Centre and draw people to Leederville.



PLACE VISION

LDV DOWNTOWN

A CREATIVE 21ST CENTURY VERTICAL COMMUNITY IN LEEDERVILLE'S TRANSIT PRECINCT.









Transport Report – Local Development Plan

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40 FRAME COURT LEEDERVILLE

PROJECT	40 Frame Court, Leederville. Local Development Plan			
FILE	81113-463-FLYT-REP-0004 Rev2			
Revision	Description	Originator	Review	Date
0	Issued for Review	AJS	CAS/RDG	28/04/2020
1	Issued for LDP	AJS	CAS/Hatch/CoV	28/05/2020
2	Comments from CoV	AJS	CAS	01/09/2021

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Figure 1 Development site context (source: City of Vincent Intramaps)......



2

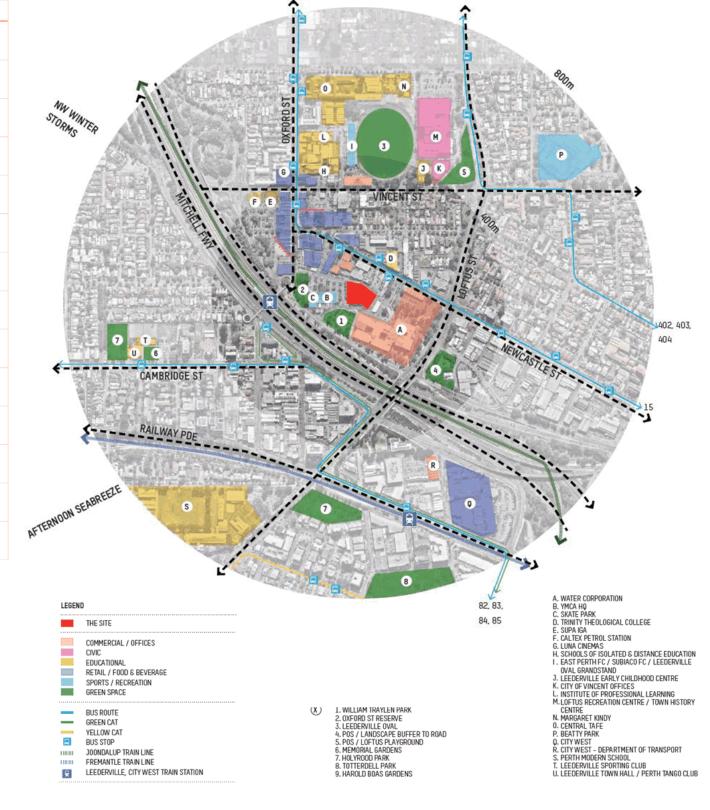
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SUMMARY

Item	Response
Local Government	City of Vincent
SWALSC Region	Whadjuk
Site Lot(s)	40 Frame Court, Leederville
Street Frontage	Frame Court
Development Type(s)	Local Development Plan – commercial and residential
Nearest Train Station	Leederville Station, 430m
Nearest Bus Routes	Route 15: 154m
Walkscore Ratings	Walkscore: 87. Transit score: 77
Access Crossovers	1
Parking Provision	Defined within LDP and at Development Application Stage
Bike Racks (Internal)	As per minimum provisions of LPP 7.7.1
Bike Lockers	As per minimum provisions of LPP 7.7.1
EoT facilities	As per minimum provisions of LPP 7.7.1
Servicing	Defined within LDP and at Development Application Stage





40 Frame Court, Leederville



2. INTRODUCTION

2.1 Development Introduction

This Transport Report has been prepared by Flyt in support of the proposed Local Development Plan (LDP) at 40 Frame Court Leederville, located adjacent to the Water Corporation and the Frame Court Car Park. The site is within the City of Vincent and formed part of the Boorloo tribal land (Town of Vincent Local Studies 2005). As indicated by the South West Aboriginal Land and Sea Council website, the site sits within the Whadjuk Region.

The site has frontage to Frame Court which runs between Newcastle Street to the north and Leederville Parade to the south and primarily provides vehicle access to the businesses located on either side. The location of the proposed development is shown on the extract of the City of Vincent Intramaps system in Figure 1.



Figure 1 Development site context (source: City of Vincent Intramaps)

2.2 Transport Report

This Transport Report has been produced to support the proposed outcomes set out within the LDP for 40 Frame Court. Whilst the level of assessment expected within the formalised planning process for an LDP is high level, given the nature of the site within its urban context and the land use proposals contained within the LDP, the details in the supporting Transport Report have been

completed to reflect some of the requirements set out in the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines.

The more defined impacts of the site development proposals would be addressed at the Development Application stage of the planning process. Notwithstanding this, the "level" of assessment completed for this Transport Report reflects the framework required for a Transport Impact Assessment (TIA) stage of the planning process. The details in this Transport Report are designed to provide the City of Vincent with information on the approach to transport and land use integration and the broad impacts relating to movement to and from the site.

This revision of the Transport Report, completed in August 2021, was subsequent to the submission of the LDP to the City of Vincent and directly addresses issues raised by the Engineering Department of the City of Vincent relating to traffic volumes, parking configuration within the Frame Court Car Park and access into the site.

2.3 Supporting Information

This Transport Report assessment has also been completed in conjunction with the development of the LDP, which aims to create a blueprint for guiding land use changes and development for the site that would complement other existing and future planning mechanisms, including the Leederville Precinct Structure Plan.

2.4 Report Structure

The report is broadly structured to reflect TIA outcomes that will be defined in more detail during the DA stage of the project, with the following sections:

- · Local Development Plan
- Vehicles and Parking
- Servicing
- Traffic
- Public transport access
- · Pedestrian access
- Cycle access
- Existing Street Network
- Issues for Consideration at Development Application.



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40 Frame Court, Leederville



3. LOCAL DEVELOPMENT PLAN

3.1 Site

The subject site has frontage to Frame Court in Leederville and is shown in Figure 2. The site is located within a business park and is surrounded by car parks and roads with ambiguous public/private spaces. The site is currently used as an Office by the Water Corporation and car parking.

To the west is the City of Vincent Frame Court Car Park, YMCA HQ Leederville and further west and north are various food and beverage and office/commercial land uses. To the south is the Water Corporation WA headquarters building. North of the site is a Water Corporation easement and other businesses and parking. The site is located within the Leederville Activity Centre.



Figure 2 Location of buildings within site (source: Intramaps)

3.2 Local Development Plan

The development of the LDP has been a result of a collaborative and engagement based process that commenced with the City of Vincent in early 2018. It has included community engagement and a range of discussions with key stakeholders in relation to the outcomes sought for the site. For the purposes of the Transport Report supporting the LDP, the ground level layout of the schematic development outcomes used in the LDP assessment, alongside the indicative NLA of ground level non-residential land uses, is shown in Figure 3.

Potential land uses within the LDP are proposed to include a mix of:

- Residential units
- · Commercial/retail tenancies
- Ground level space for community purposes, art, bike workshop, and food and beverage outlets along the west, south and north boundary
- · End of Trip facility
- · Communal facilities supporting the proposed residential land uses
- Parking associated with the land uses that would be developed on the site
- Associated plant, storage areas, service areas, waste servicing and ancillary building services.

Within the LDP presented to the City of Vincent, there is a potential yield of 229 total residential apartments considered within two separate buildings. Within the current level of design development, there is a total of 239 car parking bays for residential dwellings — an overall ratio of 1.04 bays per dwelling. There are a further 40 parking bays split between commercial tenants, visitors (commercial and residential combined) and shared bays. 30 motorcycle or scooter bays are also included. The site would have End of Trip facilities that meet or exceed the City of Vincent and Green Building Council of Australia Green Star 5 Star rating.

These elements are addressed in turn within sections of this Transport Report. It should be noted that the ultimate development proposals taken forward into the Development Application (DA) stage of the project may differ based on the outcomes of the LDP process and design development.



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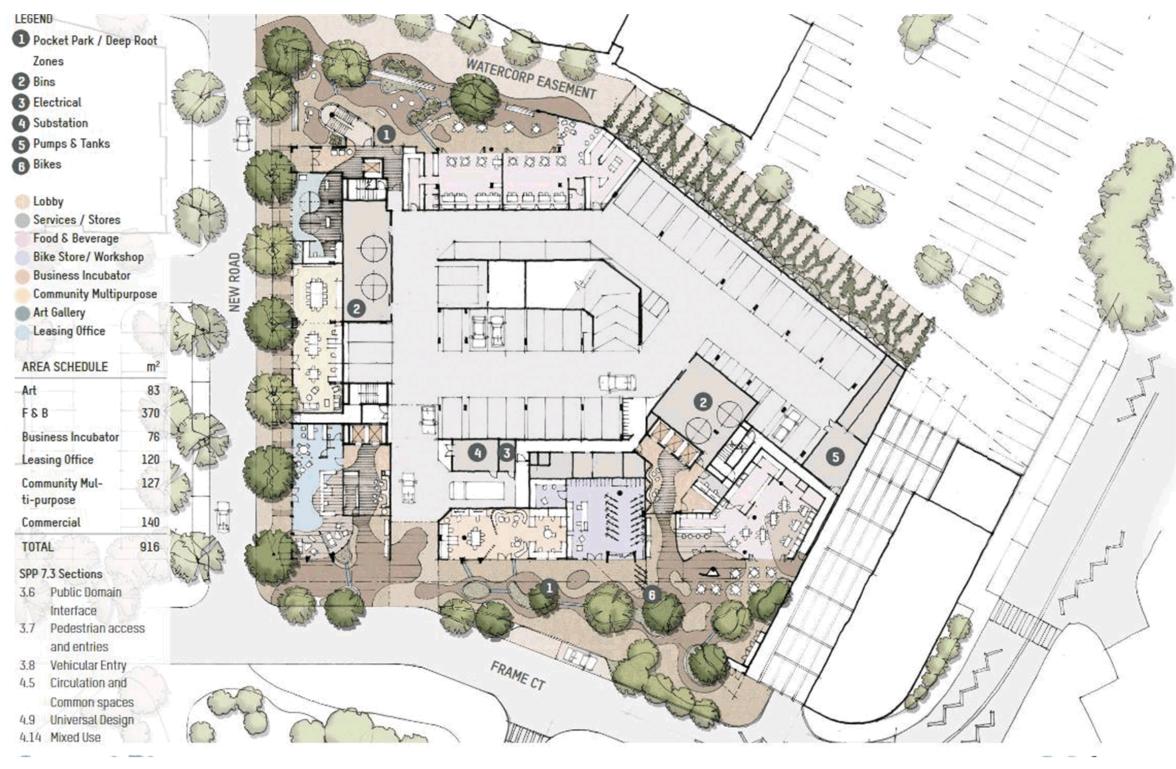


Figure 3 Ground level layout plan – 40 Frame Court LDP as submitted



40 Frame Court, Leederville



4. VEHICLES AND PARKING

4.1 Vehicle Access

Present site access is provided via three separate crossovers which intersect with Frame Court. The location of the existing site access points is shown in Figure 4. The three separate access points presently serve the following purposes:

- The western crossover provides an entry and exit point for the 34 at grade parking bays at the rear of the property with access controlled by boom gates. This crossover also accommodates the exit point for the drop off/pick up service road. The width of the lane is approximately 5.5m
- The middle crossover is the entry point for the drop off/pick up service road. This crossover is approximately 2.5m wide
- The eastern crossover is an exit point for the rear parking bays. This crossover is approximately 3m wide.

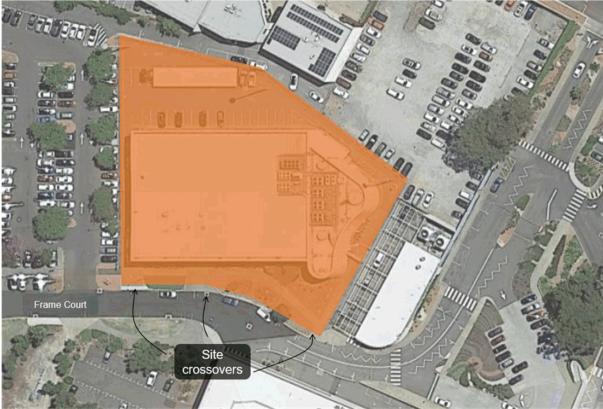


Figure 4 Existing site access

Vehicle access into and out of the site set out within the LDP are proposed to be provided via a single crossover located on the western side of the site. The crossover will provide access to internal car parking facility and access for service vehicles entering and exiting the site. The indicative location of the crossover is shown in Figure 5.

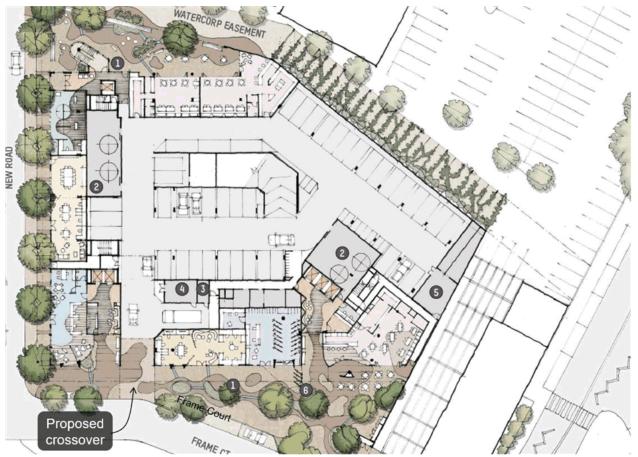


Figure 5 Location of proposed access crossover

4.2 Existing Parking

The site contains 34 at-grade marked parking bays located at the rear of the building and 13 undercover bays which are accessed from the middle of the three crossovers evident as shown in Figure 4. All on-street parking within the vicinity is controlled through ticketed bays which are mostly controlled or managed by the City of Vincent. Five on-street parking bays along the southern boundary are available with a one-hour time restriction managed through ticketing.

West of the subject site is the City of Vincent managed Frame Court Car Park with 232 available bays, which is at present all controlled through ticketing with the first hour free. This car park area includes monthly permit parking for commuters. An additional 25 bays are located in-front of the YMCA HQ Leederville, with a three-hour time restriction from 7am – 7pm, and unlimited outside these hours.

Observations were undertaken to understand the pattern of use of the existing Frame Street Car Park, as set out in Table 3. These observations support anecdotal evidence and previous surveys undertaken for the area which show that the car park is typically used for commuting purposes and is generally 100% occupied from early morning until mid-afternoon.



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40 Frame Court, Leederville



4.3 Proposed Parking

The approach to provision of parking in the LDP area is to accommodate the level of parking that is reflective of a key inner city Activity Centre such as Leederville without over provision of parking for residential land uses or provision of bays for uses that would benefit from reciprocal use of parking. This would be facilitated through the use of existing design-based provisions within the State Planning Policy 7.3 – Apartments and requirements specific to the subject site. A range of supporting measures aimed at use of modes other than private motor vehicles would also support the approach to parking provision.

The overall ratio of residential parking per dwelling achieved through the development of the site layout considered within the LDP stage of the project is 1.04. There are a further 40 parking bays split between commercial tenants, visitors (commercial and residential combined) and shared bays. 30 motorcycle or scooter bays are also included. As set out within Figure 5, all parking on the site would be via the crossover into the site from Frame Court. This would reduce interaction between vehicles and pedestrians and also ensure that there is legibility for parking access.

In addition to the on-site parking access, the LDP proposes to integrate with the existing Frame Court Car Park area with the entrance to Frame Court Car Park being reconfigured to create a main street (green link) and pedestrian pathway, with parking bays along the western boundary of the subject site that can be converted from 90 degree angle parking to parallel bays (see Figure 6 and Figure 8).

Whilst the existing 90 degree bays would be retained in the short term (as shown in Figure 7), this will facilitate better future urban design outcomes and assist in the creation of a new pedestrian connection, landscaping and active retail ground floor uses along the building edge.



Figure 6 Location for new street and pedestrian pathway





Figure 7 Proposed configuration of Frame Court Car Park interface



Figure 8 Parking converted to parallel bays and building street interface

The provision of parking along the 'street' interface using parallel bays will be dependent on the intended design outcomes and subject to approval by the City of Vincent. The western interface of the site is flexible in that 90 degree parking could be retained, depending on the progression of designs for Frame Court Car Park.

Transition of the Frame Court Car Park from commuter based permit parking to short term paid parking that supports the retail and commercial land uses within the Activity Centre is an appropriate strategy to adopt and can effectively reconcile a loss of bays through achieving greater turnover and therefore activity. Given the excellent general accessibility of Leederville by other modes of

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transport, and the overall supply of parking within the Activity Centre, there is a greater economic and transport planning imperative to support short term trips rather than commuter vehicle trips. This approach has been used within Central Perth to great effect over the past two decades.

In respect of the LDP, it is proposed that:

- Parking for residential land uses be provided based on the provisions of SPP 7.3 Apartments to support more appropriate levels of parking associated with residential land uses.
- There be reciprocal rights for use of commercial bays within the site for visitors to residential land uses. This reciprocal allowance removes the requirement for specific site provision of these types of bays. This would be reflected in the LDP with inclusion of a provision stating 'Visitor parking for residential uses shall be provided through reciprocal parking rights over the commercial car parking bays required for the ground floor uses. This parking is to be provided on ground floor'.
- Provision of three bays for Shared Cars or Car Club operator.
- Over provision of the level of motorcycle and scooter parking bays within the site for residential land uses that reflects the design guidance within SPP 7.3.
- · Provision of bays per commercial or retail land uses as per City of Vincent Planning Policy 7.7.1.
- End of Trip facilities provided for staff located on site with the aim being to accommodate provision of 100% bike rack and lockers required.
- Provision of a Parking Management Plan with the submission of the Development Application for the site.

In respect of the provisions of SPP 7.3 – Apartments and the potential reciprocal use of visitor bays, the LDP proposes reciprocal parking rights over the commercial car parking bays required for the ground floor uses for visitor parking, on the basis of excellent accessibility to Leederville by non-motorised modes, support for Shared Cars through provision of parking spaces for this operation, the substantial availability of on and off-street parking in the Activity Centre, increase in use of on-demand services to and from the Activity Centre and provision of excellent End of Trip facilities for residents and visitors alike. Justification for this approach is set out against the SPP 7.3 – Apartments provisions in Table 1.

4.4 Car Share

Three spaces will be allocated to a car share scheme such as Go Get or Green Share Car. These programs, through an annual membership and monthly fees, provide members the option of using the vehicles for private use. Research has shown car share schemes are beneficial to residents who have limited access to private vehicles and provide incentives to reduce both the frequency with which people use a car, as well as reducing rates of car ownership. Reducing the frequency of car usage as well as reducing car ownership is an essential part of improving the mode balance within an area.

Research undertaken by Philip Boyle Associated for the International Carsharing Association has shown that vehicles associated with residential development car share schemes within Australian cities can replace up to 10 other vehicles that otherwise would be allocated to individual residential units. For higher density development sites with excellent public transport and walking accessibility such as Frame Court, car sharing schemes are an efficient means of reducing the impact of private vehicle traffic whilst still affording flexibility of travel modes to residents.

Table 1 Design Guidance SPP 7.3



	Design Guidance	40 Frame Court
DG 3.9.1	The location, form, quantity, and organisation of parking is usually a balance of development feasibility, site constraints, local context, resident expectations, apartment types and regulatory car parking requirements. The provisions of deep soil areas, stormwater management and tree retention can also affect the size and shape of a car park footprint.	40 Frame Court sits within a business park, with more than 40% of land used for car parking. Future planning aims to shift this typology so that it aligns with the local urban context of Oxford Street which prioritises more valuable land uses and pedestrian focused outcomes.
DG 3.9.2	Parking requirements should be determined considering the proximity of the development to a centre(s) and the availability of public parking or high-frequency public transport services. Reducing car parking requirements may reduce car dependency and encourage walking, cycling and the use of public transport.	Reducing car dependency is paramount in Leederville. The subject site has optimal public transport service, being 430m from Leederville Station, 180m of a bus route, and 2.8kms from Central Perth. Cycling is easy and efficient, with proximity to the PSP and other major routes.
DG 3.9.3	Visitor parking may be reduced where there is adequate onstreet parking or public parking in the near vicinity of the development.	There are 595 public bays in Frame Court car park, The Avenue car park and along Newcastle and Oxford Street, where site observations show capacity. Changes to time limits to facilitate higher turnover at Frame Court will reduce commuter parking demand and free up bays for visitor and commercial uses. Further, reciprocal parking rights will accommodate visitor parking within the commercial bays.
DG 3.9.4	The provision of parking for alternative forms of transport such as car share vehicles, motorcycles and bicycles should also be considered.	Three parking spaces will be allocated for car share, motorcycles and scooter bays are over provided and parking and lockers within end of trip facilities for 100% of employees.
DG 3.9.5	Consideration may be given to the reduction of resident parking (including to zero bays) subject to an assessment of the location, the likely current and future demand for parking spaces, the likely impact on neighbouring land uses and whether it is suitable to allow the supply of fewer spaces	Section 10.1.3 describes the impact of a predominantly residential development within a business/commercial setting.

40 Frame Court, Leederville



5. SERVICING

5.1 Service Vehicles

Servicing of the site would be subject to a detailed assessment during the DA stage of the project. At that stage, defined locations for servicing, tracking of vehicles entering and exiting the site and the waste management regime would be defined and subject to approval from the City of Vincent.

Within the LDP stage of the project, the potential internal configuration of the ground floor plane indicates two bin areas internal to the site, as set out in Figure 9. Bins are proposed to be collected from within the car-parking structure and will be managed by a private operator. There would be a Waste Management Plan submitted with the Development Application for the site.

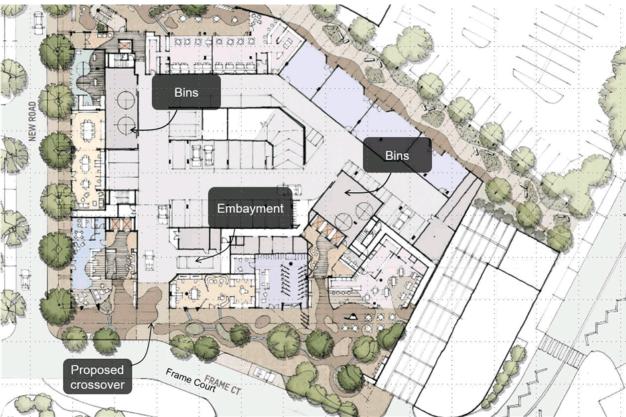


Figure 9 Indicative location of internal bin locations at Ground Floor

In addition to waste management, it is likely that the site would need to be serviced for a range of uses, including:

- General deliveries to retail and food and beverage outlets which would likely be provided for through existing on-street parking bays in proximity to the site as with the majority of food and beverage outlets within the Activity Centre
- Use of the embayed service area shown in Figure 9 for larger deliveries, including residential moves and fit out or maintenance requirements.

- Deliveries to residential land uses from Australia Post or private courier deliveries. These deliveries would utilise on-street bays around the site.
- Other deliveries to residential dwellings, including on-line supermarket deliveries.
- Maintenance and servicing of residential dwellings which would be co-ordinated through the building management with access allowed internally as required.



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40 Frame Court, Leederville



5. PUBLIC TRANSPORT

6.1 Services

The site is located within close and convenient access to frequent and regular public transport services throughout the day and into the evening. The subject site is serviced by Transperth route 15, which travels along Oxford Street and Newcastle Street, and the proposed ground floor front door is within a 480m walk of Leederville Station, as shown in Figure 10 and Figure 11.



Figure 10 Adjacent bus routes (source: Transperth)

Transperth route 15 operates between Perth Busport and Glendalough Station, via Leederville and Mt Hawthorn, 7 days a week. Detailed service information is provided in Table 2.

Table 2 Bus frequency and service numbers

	Direction	Weekday Summary			Sunday/ Public
Route		No. Services	AM/ PM Peak Frequency	Saturday Summary	Holiday Summary
15	Perth	55 services 6:16am to 11:09pm	AM – 11 mins PM – 12 mins	28 services, 30 min frequency until 6:30pm, hourly afterwards	11 services, hourly frequency
	Glendalough	55 services 6:40am to 12:03am	AM – 13 mins PM – 12 mins	28 services, 30 min frequency until 7:00pm, hourly afterwards	11 services, hourly frequency

The closest bus stops for route 15 are located within 250m (for services to Perth) and 170m (for services to Glendalough) from the proposed development front door on Frame Court, as shown in Figure 11.



Figure 11 Closest bus stops to LDP site

Leederville Station is within 480m of the proposed development front door, a walking time of between 5 and 8 minutes. Leederville Station is on the Joondalup line, as shown in Figure 12, with direct services between Clarkson and Mandurah, and access to the Fremantle, Armadale and Midland lines via transfer at Perth Underground.



Figure 12 Joondalup line stations (source: Transperth)

On a weekday, there are 124 services to Butler, commencing at 5:33 AM with the last service at 12:18 AM (there are two later services on Fridays). On a weekday there are 125 services to Perth/Mandurah commencing at 5:25 AM with the last service at 12:07 AM (there are 2 later services on Fridays).

In addition to the bus and train services, the site is within 460m (6 to 10 minute walk) of the Green CAT bus service, which runs between Leederville Station and the Elizabeth Quay Bus Station via City West, West Perth and St Georges Terrace. The service runs on weekdays between 6:00am - 19:00pm, with an 8 minute frequency after 6:30am (and a 15minute frequency before that).

The Green CAT service route is reproduced in Figure 13.



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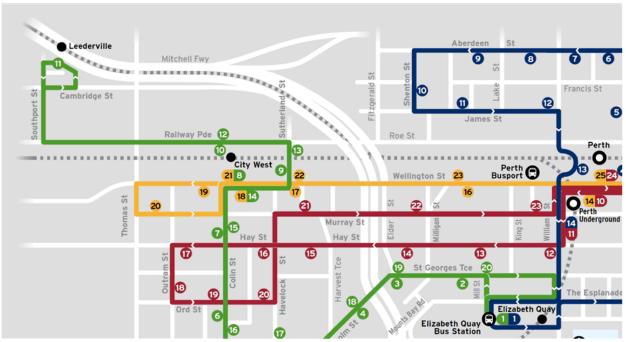


Figure 13 Green CAT route map (source: Transperth)



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40 Frame Court, Leederville

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7. PEDESTRIANS

7.1 Existing Pedestrian Network

The immediate surrounds of the development site have an average level pedestrian connectivity. The area is dominated by roads and expanses of parking consistent with the business park setting. There are footpaths on both sides of Frame Court however the paths are sometimes narrow, with paths located back of kerb. There is limited shade or weather protection. There are three zebra crossings across Frame Court which assist in maintaining low vehicle speeds and provide safe crossings for pedestrians. Site visits confirm many people use Frame Court Car Park as a cut through between Leederville Station and employment centres along Frame Court.

Approximately 160m west of the site to Oxford Street, the amenity and character of the pedestrian environment changes dramatically where there is improved pedestrian priority through traffic calming such as raised platforms at intersections, built out parklets, a reduced 30km/hr speed zone, as well as an eclectic mix of people-centric features such as street art, laneways, cafes and shops.

The WalkScore walkability assessment tool considers the development site to be a "very walkable", with a walk score of 87 out of 100, as shown in Figure 14. The 15-minute walkable catchment is shown in Figure 15, which includes Leederville Station, Beatty Park Leisure Centre and Scitech.

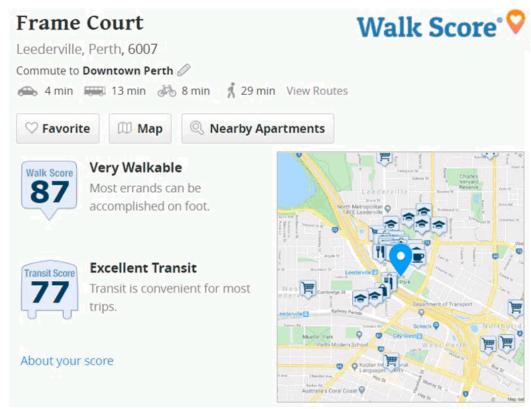


Figure 14 WalkScore rating for surrounding area (source: WalkScore)

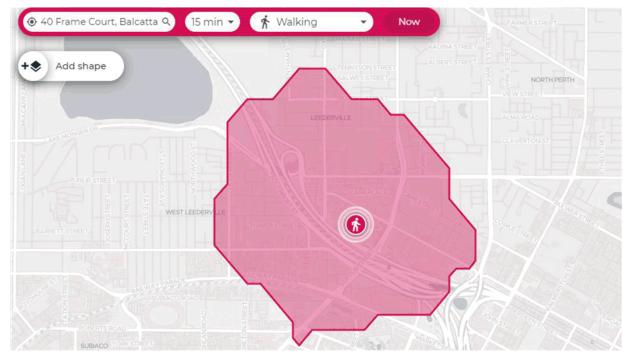


Figure 15 Walkable catchment in 15 minutes (source: Travel Time App)

7.2 Development Proposals

There are three pedestrian access points into the proposed development. Two main access points are from the pedestrian plazas located on the south east and north west portion of the development; the third is located along the western side shown in Figure 16. The two plazas are proposed to become central pedestrian areas with seating, shade, flexible outdoor spaces, bike parking and ground floor activation.

Integration with potential future pedestrian pathways through the precinct have been considered, including along the site's western boundary with a new connection north to Newcastle Street, and along the site's northern boundary connecting Frame Court to Oxford Street through a place-making spine utilising the Water Corporation easement.

All vehicle access into and out of the proposed development will occur at the singular crossover located on the south west portion of the site (Figure 5). This vehicle access point is in close proximity to the two pedestrian plazas and is also located along the main route pedestrians and cyclists will use to travel between Oxford Street and Leederville Station creating a potential point of conflict between high volumes of pedestrians and vehicles.

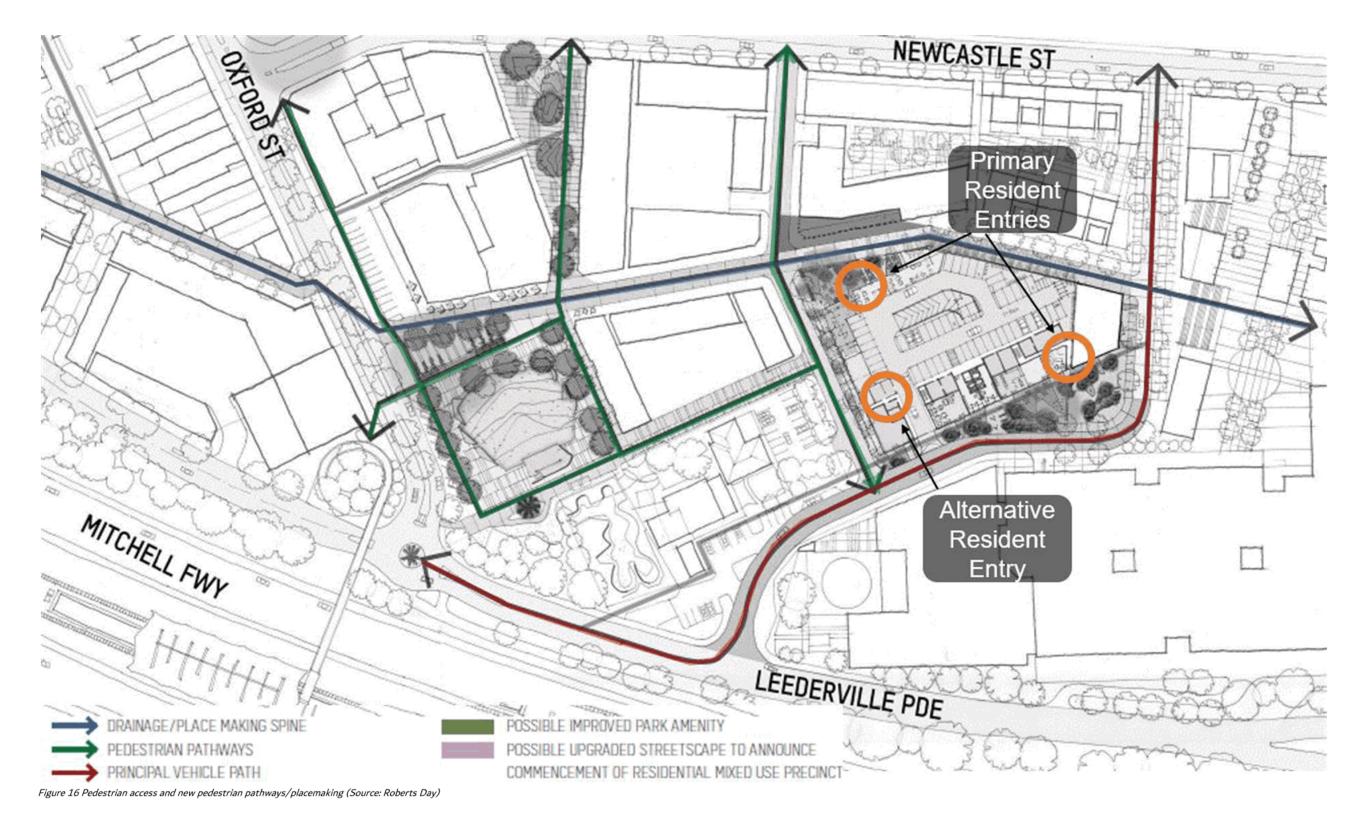
Within the proposals set out in any subsequent Development Application, clear visual cues and hard infrastructure treatments such as landscaped edges, differential paving, signs etc. should be provided to ensure both vehicles and pedestrians adhere to the pedestrian priority at this point. Traffic management controls should be considered at the entrance to the building structure such as signage, speed measures and active signage to assist drivers and reduce safety implications.



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8. CYCLING

8.1 Cycle Network

The site surrounds have a high level of cycle accessibility, with the existing cycle network shown in Figure 18. The Principal Shared Path (PSP) along the eastern side of the Mitchell Freeway is within 135m from the subject site, less than a 1-minute bike ride (Figure 17). The PSP provides a segregated and safe cycling environment with connections into Central Perth (2.3 kms), and to Currambine to the north and carries over 1,000 cyclists per day Monday – Friday. Closer to the subject site however, multiple kerb to kerb rubber speed humps along Frame Court and a lack of space and infrastructure for cyclists diminish the local riding environment.



Figure 17 Connection to PSP from Frame Court across Leederville Parade

Other elements of the cycle network include shared paths along Vincent Street and Loftus Street, Oxford Street cycle lanes, local bicycle routes NE9 and NW12, and local roads such as Carr Place, which are deemed to provide a good riding environment. It would be expected that there would be improvement of cycling facilities along Frame Court and in the Activity Centre with the delivery of the Integrated Transport Strategy developed for the City of Vincent.

The Travel Time App in Figure 19 shows the 15 minute catchment for travelling from the subject site by cycling (pink) and by using public transport (blue). This image clearly shows the efficiency of cycling in the area, as it can reach more places in the same amount of time as using public transport.



Figure 18 Cyclist network surrounding development site (source: Department of Transport)

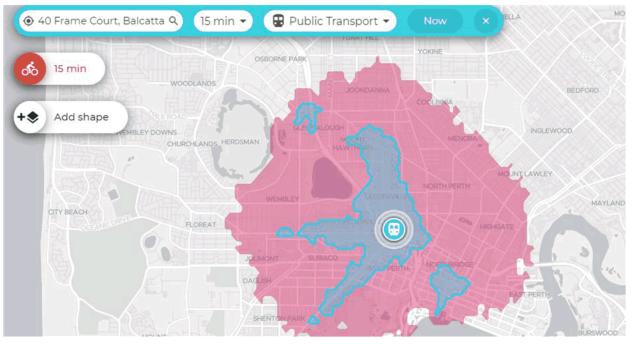


Figure 19 Travel Time App – public transport usage compared to cycling.



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8.2 Development Proposals

The proposed development site includes End of Trip (EoT) facilities to cater for levels of usage that are consistent with both the City of Vincent LPP 7.7.1 and Green Building Council of Australia Green Star 5 Star rating. Given the low level of commercial and retail development proposed within the site, it is proposed that any Development Application for the site include parking and storage provision for 100% of staff located on site.

This is designed to take advantage of the excellent accessibility Leederville has to a range of cycling infrastructure described in the previous section. Providing this level of cycling facilities contributes to the inherent culture within Leederville, where 4.4% of people in Leederville cycle to work, compared to the Perth average of only 1%.

EoT facilities will be comprised of secure bike parking with separate showers and lockers located on the ground floor level. Final design of the facilities would be established through the detailed design process associated with a Development Application. Access to the area would be provided through the car park for bicycles, with internal pedestrian access to the site via internal passage ways leading to the plaza area and stairs/lifts.



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9. TRAFFIC

9.1 Traffic Volumes

Traffic volume information was compiled through on-site observations and data extracted from the Main Roads WA Traffic Count map (Figure 20 to Figure 22). On-site observations recorded volumes and movements at the intersection of Newcastle Street and Frame Court and Leederville Parade and Frame Court.

At the intersection of Leederville Parade and Frame Court, a total of 686 vehicles were recorded through the intersection on an average weekday during the AM peak period, with 620 vehicles recorded at the intersection during the PM peak period.

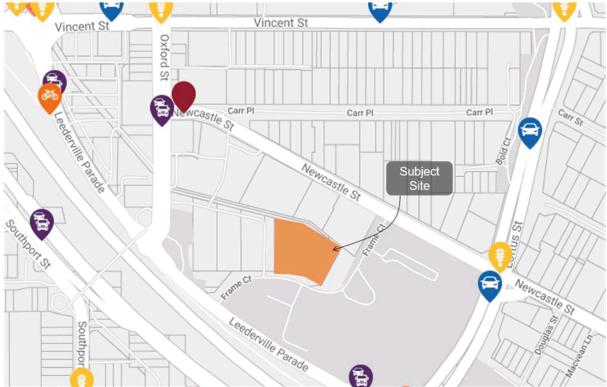


Figure 20 Main Roads WA count sites (source: TrafficMap)

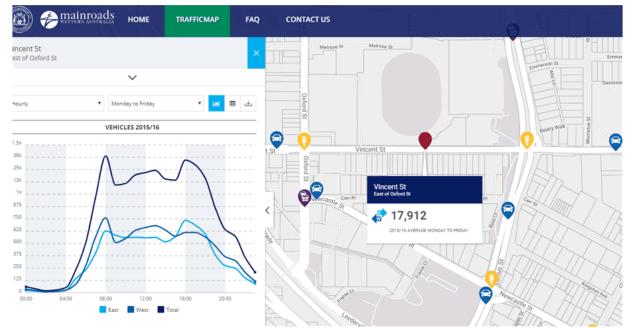


Figure 21 Vincent Street count data location

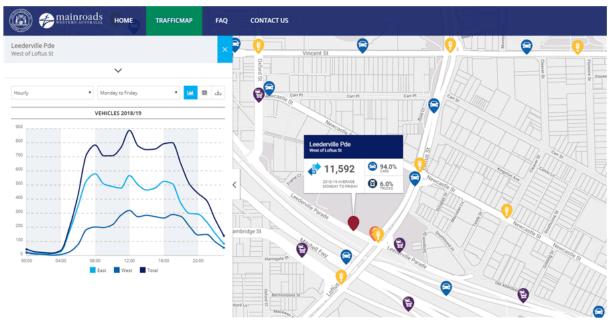


Figure 22 Leederville Parade count data location

Traffic volumes for the area between Loftus Street, Vincent Street and Leederville Parade are consistent with commuter travel patterns with peaks in the morning and afternoon. However the travel peaks are not extremes, and it appears that travel is consistent across an average weekday. Leederville Parade and Vincent Street show a peak in the middle of the day. East/west connections are similar in volume along Vincent Street (Figure 21). This shows that the Leederville area is a destination, as well highlighting its proximity to freeway connections and other major commuter routes linking the east and west of the city.



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Leederville Parade (Figure 22) has a consistent eastbound flow of traffic at all times of the day. This can be attributed to its connection the Freeway southbound exit which provides connections into the city, Northbridge, Subiaco and south towards Nedlands. Westbound travel may be less due to more convenient northbound freeway connections elsewhere.

9.1.1 Parking Surveys

Surveys of existing nearby on and off-street parking were conducted between Wednesday January 29 – March 16 2020 on weekdays with the locations shown in Figure 23. This included some dates impacted upon by COVID-19 travel restrictions. The site visits, with results set out in Table 3 showed that the Frame Court Car Park is used as a commuter car park as it is typically at capacity by 9.30am with bays becoming available from 3.00pm onwards. This pattern is aided by the availability of month parking passes.

The Avenue Car Park maintains an average of 48% availability between 9.30am and 3.00pm, with monthly passes also available. According to the City of Vincent web page, a maximum of 100 passes are allocated each month between Frame Court and The Avenue Car Park each month.

These surveys indicate that The Avenue Car Park is not used for commuting purposes otherwise it would be expected that these bays would be utilised to a much higher percentage of occupancy. The highest level of occupancy recorded during the surveys was 87% at 5.30pm on a Tuesday evening.

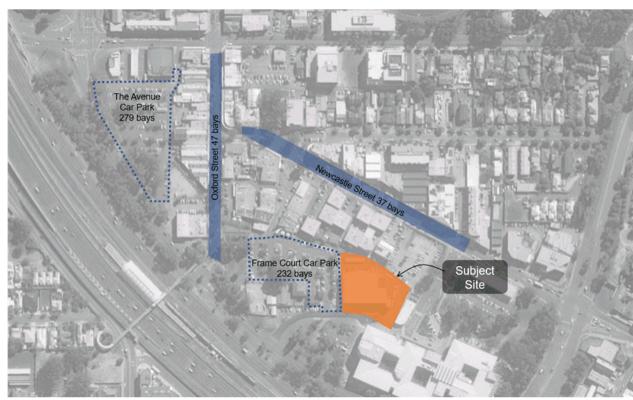


Figure 23 Location of parking surveys

The current ticket pricing at Frame Court and The Avenue Car Parks is:

"Ticket Parking 7am to Midnight Mon - Sun of \$2.90 per hour to a maximum of \$18.50 per day from 7am to 7pm with the first hour free".

Monthly passes to Frame Court and The Avenue are available for \$180 per month, which is approximately \$8.20 per working day. Frame Court has 232 parking bays.

Table 3 Parking occupancy weekday surveys for Frame Court Car Park

Date	Time	Occupied Car Bays	Occupied M/C	% of Occ Bays
29/01/2020	7.00am	18	0	8%
	11:30am	108	0	47%
	3.00pm	207	0	89%
30/01/2020	7.00am	34	0	15%
04/02/2020	9:40am	232	2	100%
05/02/2020	3.00pm	214	1	92%
11/02/2020	9.30am	232	1	100%
	3.45pm	181	0	50%
10/03/2020	5.45pm	49	0	21%
13/03/2020	1.45pm	229	1	99%
16/03/2020	8.45pm	25	0	11%

A high-level analysis was conducted using Nearmap imagery to show the average occupancy of bays at Frame Court Car Park over the weekend. The images showed that between 2018 and 2019 approximately 2% - 25% of bays were occupied with one date showing approximately 80% occupancy. The higher rate of demand on this day most likely coincides with a street festival or place activation event. This pattern of use over the weekend confirms that Frame Park is predominantly used for commuting purposes and retains a high level of availability over the weekend period.

9.2 Traffic Generated by the Development

Indicative vehicle trips generated using the indicative land uses and yields set out within the LDP have been assessed using the methodology set out in the following sections.

9.2.1 Existing Traffic Generation

The current site has 34 at-grade parking bays and 13 undercover parking bays. Google Streetview and Nearmap data show the at-grade bays are typically at or near capacity on weekdays and given the occupancy of the existing floor space (3,181m²) as well as



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travel patterns of Water Corporation employees it would be assumed that these would be fully occupied on a typical weekday. In assessing the impacts of the development as it progresses to the DA stage, the removal of these vehicle trips on the immediate network would need to be taken into consideration to reflect the actual level of change in vehicle movements.

As a baseline consideration. If the existing building were considered to be an Office land use in the WAPC guidelines, there would be approximately 62 additional vehicle trips associated with the site in the morning and afternoon peak hours.

9.2.2 Trip Generation

There are several methods to determine the potential number of trips generated from the proposed LDP. The development is the first of its kind within Leederville with proposed substantial residential/commercial mixed land uses. Further, the planning controls for the Leederville Precinct Structure Plan have been advertised but not yet been finalised, creating an opportunity for this LDP to set the standard which support the vision for this form of development within the centre.

Trips generated by land uses within Activity Centres such as Leederville typically rely more heavily on public transport and active transport modes and also see a number of linked trips or local trips. One of the objectives for this development is to enable some residential units to be car free. Rates used within Activity Centres take these characteristics into account.

It is anticipated that relatively few unique or individual vehicle trips will be generated from the commercial/retail/hospitality uses which would see a noticeable impact on typical peak hours.

9.2.3 Residential Trip Generation

This report uses three sources to show the potential variances and subsequent impact of trips generated from the residential part of the development as set out in the LDP shown in Figure 3.

- WAPC's Transport Impact Assessment Guidelines Volume 5 Technical Guidance provides residential peak hour trip rates.
 The residential trip rates are based on the Perth and Regions Travel Surveys (PARTS) data averaged over the range of dwelling types. This rate is considered high, given they represent an average of the entire Metropolitan area and are generally not reflective of apartment or activity centre lifestyles.
- 2. Extensive empirical data collection has been conducted in-house at Flyt for a range of projects within Inner City locations in Perth. These are reflective of the existing Perth context and generally sit between WAPC and NSW rates.
- 3. The Roads and Maritime Services Department (RMS) in New South Wales conducted various surveys in 2013 to update trip generation and parking information. These rates are the lowest which is reflective of the parking rates common in locations around Sydney, including areas within inner-Sydney. This study applies a different rate of trips for those based on the number of units than for those based on the number of parking bays.

Table 4 sets out a scaled comparison of potential peak hour trips generated by the site using the indicative yields for the LDP shown in Figure 3 and the three different sources for trip generation rates listed above.

Table 4 Comparison of residential trip rates for LDP

	WAPC	Flyt	RMS
Peak vehicle trips/unit	182	113	43
Peak vehicle trips/car bay	198	124	37

The differences between the projected number of trips generated from the site is varied, with the highest number of trips from the baseline WAPC rates when based on the number of car bays, being 198 trips in the AM peak, versus the RMS based on the number of car bays being 37 trips in the AM peak. The difference between the options would have significant implications for assessing the impact of the proposed development. It is recommended that empirical data be utilised within the DA stage of the project to inform the overall impacts rather than relying on guidelines from other locations which is not readily applicable to this site.

9.2.4 Commercial Trip Generation

The development proposes six different commercial land uses on the ground floor interface, as shown in the LDP set out in Figure 3:

•	Art	83m ² NLA
•	Food and Beverage	$370m^2NLA$
•	Business Incubator	$93m^2$ NLA
•	Leasing	$120m^2NLA$
•	Community Multi-purpose	$127m^2NLA$
•	Commercial	111m ² NLA

Using the information above, Table 5 gives an indication of the potential number of trips generated from the commercial uses for both the AM and PM peak. The PM peak trips for Retail Food are higher than the AM peak, based on the assumption that a restaurant generates higher demand in the evening than during the day. Realistically, this is dependent on the type of tenancy and their proposed operating hours. This would require clarification and detailed assessment at the DA stage of the project.

Table 5 Commercial Trip Generation - 40 Frame Court

			AM Peak	PM Peak				
Land Use	Unit	In	Out	Total	In	Out	Total	
Commercial	100m² GFA	6	2	8	2	6	8	
Retail Food	100m ² GFA	0	2	2	11	11	22	
Retail Non-food	100m² GFA	1	1	1	2	2	4	
Total Trips (rounded up)	7	5	12	15	23	38	

As outlined in Section 9.2.2 and within the WAPC TIA Guidelines, applying these rates arbitrarily is not recommended and in this instance, is likely not representative of actual generation. For instance, for the Food and Beverage outlets, it would be expected that



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there would be next to no vehicle generation in the morning peak hour with walk-up trips for coffee and breakfast by people employed or living in the Activity Centre being common.

Table 5 shows that potential trip generation for commercial land uses is 12 trips in the AM Peak and 38 during the PM Peak, with the majority of these trips are attributed to the retail food uses. As discussed in section 4.3 the Food and Beverage component is substantial in the context of the site. It is unlikely that the proposed café/restaurant will generate such high number of trips given the existing land uses, activity types and availability of alternative modes of travel in the Leederville Activity Centre.

As set out in section 9.1, there were a total of 686 vehicles recorded through the intersection on an average AM weekday peak hour, with 620 vehicles recorded at the intersection during the PM peak period. Using a middle of the range residential trip generation set out in Table 4 and commercial trips including a 40% reduction due to link trips, potential levels of traffic through this intersection with the 40 Frame Court LDP are estimated at the opening year of 749 in the AM peak hour (around 9% difference) and 695 (around 12% difference) during the PM peak hour. The performance of the intersection would be subject to detailed assessment at the DA stage of the project.

9.3 Trip Distribution

Observed data collected in 2019 provides an indication as to the typical flow of traffic, between Newcastle Street and Leederville Parade for vehicles entering and exiting Frame Court. This is set out in Table 6. This data could be utilised in the DA stage of the project to understand vehicle movement impacts, in particular if the existing Frame Court connection becomes a formal street, as supported by the City of Vincent. At the time of the DA, updated observations should be undertaken to inform the assessment or reflect this connection as an option.

It should be noted that this data sets out the existing distribution of traffic from both the public and private Frame Court connections. For the proposed development, the site would have a distribution of traffic that is solely via the public road connection of Frame Court to Leederville Parade. That connection is evident in Figure 25. Should the Frame Court connection be retained as accessible, it would be expected that some vehicle trips would use that link. In addition to that link, some traffic filters through existing car parks connecting Newcastle Street and Frame Court.

Table 6 2019 trip distribution of vehicle trips along Frame Court

	АМ	Peak	PM Peak				
	Into Frame Court	Out Frame Court	Into Frame Court	Out Frame Court			
Newcastle Street	36%	41%	33%	21%			
Leederville Parade	64%	59%	67%	79%			

9.4 Impact on Surrounding Road Network

Observations undertaken at the site in 2019 indicate that there are no specific issues relating to sustained congestion along approach roads or the intersection of Frame Court and Leederville Parade during the peak periods. Morning peaks do experience

some queuing associated with the Loftus Street corridor. This would be subject to detailed assessment at the DA stage of the project in line with the requirements within the WAPC Guidelines.

For vehicle movements, the key intersection relating to the site would be Frame Court and Leederville Parade as well as the potential connection through to Newcastle Street. Vehicle trip generation to and from the site would not be substantial during peak periods and therefore would not contribute substantially to the existing levels of demand along Leederville Parade experienced in the morning resulting from commuting demands.

The primary route into and out of the site, via Frame Court, is shown in Figure 24. If the Frame Court connection was not available, it would be expected that a minimal number of trips would also use existing lane way access to and from Newcastle Street but these volumes would be low given the low level of connectivity that this route provides.



Figure 24 Routes into and out of site

9.4.1 Newcastle Street and Leederville Parade

The intersection of Frame Court with Leederville Parade provides direct connectivity to the western portion of Vincent Street and freeway entrances and exits. It also provides a direct route to Loftus Street which continues through to Graham Farmer Freeway, West Perth and Subiaco. The peak movements follow a typical commuter pattern of travel as indicated in Figure 22, with more movements into Frame Court in the AM and a high number of movements out of Frame Court during the PM peak.

In order to address specific requests from the CoV, SIDRA intersection modelling was undertaken for the intersection during the AM peak period to provide a baseline level of understanding of the potential performance of traffic conditions at the intersection. The PM period was not reviewed at this stage of the assessment as the volumes of traffic are lower during that peak period and less of a concern to Council.



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The assessment used video counts completed by Flyt in September 2021, alongside SCATS data obtained from the intersection of Leederville Parade and Thomas Street. SIDRA modelling included in the Leederville Precinct Structure Plan was also referenced, however the level of detail available from the outputs included in that report were insufficient to provide context to this assessment and the intersection of Frame Court and Leederville Parade was not assessed. The counts for the AM peak hour are set out in Table 7.

Table 7 AM peak hour counts September 2021 - Frame Court and Leederville Parade

		AM Peak								
Road	Direction	Out (Left)	Out (Right)	In (Left)	In (Right)	Through				
Frame Court	North	17	20	77	39	-				
Leederville Parade	West	-	-	-	-	144				
Leederville Parade	East	-	-	-	-	516				

As a reference, SCATS data for the peak AM hour at the Leederville Parade and Thomas Street intersection indicates a total volume of 551 vehicles heading eastbound, with the manual counts from September 2021 showing 533 vehicles.

The inbound an outbound proportion splits for the intersection observed in September 2021 and applied to the model are:

- Inbound via Leederville Parade turning right in 34%
- Inbound via Leederville Parade turning left in 66%
- Outbound via Frame Court turning left out 47%
- Outbound via Frame Court turning right out 53%.

SIDRA Intersection 9 modelling was completed for the base year and a volume reflective of the opening year which includes:

- No background growth on Frame Court as the other land uses and patterns are static
- No background growth on Leederville Parade as there has been a substantial reduction in vehicle traffic along this route since 2016 from 843 vehicles in the AM peak hour to 551 in 2021
- No reduction of trips with the existing land use removed to reflect continued use of the car parking bays in Frame Court and also to ensure a conservative over-estimation
- Application of trips generated by the development as set out in this section of the report, using a residential rate associated with units based on Flyt observations of other residential complexes in locations around inner metropolitan sites
- Distribution of trips based on the directional flows observed in September 2021
- No reduction in vehicle trips through filtering to or from Newcastle Street, even though those connections do exist and they
 are being used now.

These elements will reflect a conservative outcome in the intersection assessment.

Three separate scenarios were tested:

- Base year 2021 AM peak
- · Opening year AM peak
- Opening year AM peak plus an additional 50% traffic on Leederville Parade.

The last test was undertaken to understand the potential performance of the intersection with higher volumes along this section of Leederville Parade.

For the 2021 base year AM peak results shown in Table 8, the modelling of the intersection indicates a good level of service for all arms of the intersection. In practice, the through movements along Leederville Parade eastbound would likely impact on the outbound flows, however the width of the Frame Court intersection approach and either arm of Leederville Parade would allow for other turning movements to not be impacted. The queuing at Thomas Street is largely associated with right hand turn traffic from Leederville Parade, which also impacts how vehicles are stored in the section west of Thomas Street.

Table 8 SIDRA Movement Summary AM 2021 Peak

MOVEMENT SUMMARY

∇ Site: [Frame Court and Leederville Pde (Site Folder: General)]

Frame Court LDP Site Category: (None) Give-Way (Two-Way)

Vehi	Vehicle Movement Performance													
Mov ID	Tum	INP VOLU [Total veh/h		DEM FLO [Total veh/h		Deg. Satn v/c		Level of Service	95% BA QUI [Veh. veh	ACK OF EUE Dist] m	Prop. E Que	ffective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
Sout	South: Frame Court												MILLI	
1	L2 R2	17 20	0.0	18 21	0.0	0.056 0.056	4.1 6.3	LOS A	0.2 0.2	1.3 1.3	0.52 0.52	0.63 0.63	0.52 0.52	36.2 27.7
Appr		37	0.0	39	0.0	0.056	5.3	LOSA	0.2	1.3	0.52	0.63	0.52	32.1
East	Leede	erville Par	ade											
4 5 Appr	L2 T1 oach	77 516 593	0.0 0.0 0.0	81 543 624	0.0 0.0 0.0	0.296 0.296 0.296	5.5 0.0 0.7	LOS A LOS A NA	0.0 0.0 0.0	0.0 0.0 0.0	0.00 0.00 0.00	0.08 0.08 0.08	0.00 0.00 0.00	51.2 57.9 57.3
West	t: Leed	erville Pa	rade											
11 12 Appr	T1 R2 oach	144 39 183	2.0 0.0 1.6	152 41 193	2.0 0.0 1.6	0.121 0.121 0.121	1.2 8.6 2.8	LOS A LOS A NA	0.5 0.5 0.5	3.4 3.4 3.4	0.32 0.32 0.32	0.15 0.15 0.15	0.32 0.32 0.32	53.1 49.7 52.3
All Vehic	cles	813	0.4	856	0.4	0.296	1.4	NA	0.5	3.4	0.10	0.12	0.10	54.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



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The opening year AM scenario results are set out in Table 9. As with the existing intersection performance, the overall performance of the turning movements in traffic engineering terms is acceptable however this would be dependent on the flows associated with the Thomas Street intersection.

Table 9 SIDRA Movement Summary - opening year AM Peak

MOVEMENT SUMMARY

V Site: [Frame Court and Leederville Pde - Opening (Site

Folder: General)]

Frame Court LDP Site Category: (None) Give-Way (Two-Way)

Vehi	Vehicle Movement Performance													
Mov ID	Tum	INP VOLU [Total veh/h		DEM, FLO [Total veh/h		Deg. Satn v/c	Delay	Level of Service		ACK OF EUE Dist]	Prop. I Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
veh/h % veh/h % v/c sec veh m South: Frame Court												MILVII		
1	L2	60	0.0	63	0.0	0.196	4.4	LOSA	0.7	4.8	0.56	0.68	0.56	35.8
3	R2	67	0.0	71	0.0	0.196	7.1	LOS A	0.7	4.8	0.56	0.68	0.56	27.2
Appro	oach	127	0.0	134	0.0	0.196	5.8	LOSA	0.7	4.8	0.56	0.68	0.56	31.8
East:	Leede	erville Par	ade											
4	L2	100	0.0	105	0.0	0.308	5.5	LOSA	0.0	0.0	0.00	0.10	0.00	50.6
5	T1	516	0.0	543	0.0	0.308	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	57.5
Appro	oach	616	0.0	648	0.0	0.308	0.9	NA	0.0	0.0	0.00	0.10	0.00	56.6
West	: Leed	erville Pa	rade											
11	T1	144	2.0	152	2.0	0.137	1.6	LOS A	0.6	4.4	0.38	0.19	0.38	51.6
12	R2	51	0.0	54	0.0	0.137	8.8	LOS A	0.6	4.4	0.38	0.19	0.38	48.5
Appro	oach	195	1.5	205	1.5	0.137	3.5	NA	0.6	4.4	0.38	0.19	0.38	50.7
All Vehic	les	938	0.3	987	0.3	0.308	2.1	NA	0.7	4.8	0.16	0.20	0.16	50.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

The results from the scenario test to include an additional 50% through traffic movements along Leederville Parade (although unrealistic) are set out in Table 10. Even with the additional through movements, turning into and out of Frame Court as a measure of traffic engineering performance is not impacted when the intersection is examined in isolation. The actual volumes within this test along Leederville Parade would be incredibly difficult to achieve given the natural choke points at either end of the corridor at the

Vincent Street / Freeway Ramps signalised intersection to the north and Thomas Street / Leederville Parade signalised intersection to the south. Both of those intersections control the flow of vehicle movements through the area and thus actual background growth during the peak hours, outside of any demands generated in the Leederville Precinct Structure Plan area, would likely be limited.

Table 10 SIDRA Movement Summary - opening year AM Peak + 50% increase along Leederville Parade

MOVEMENT SUMMARY

∇ Site: [Frame Court and Leederville Pde - Opening + 50% (Site Folder: General)]

Frame Court LDP Site Category: (None) Give-Way (Two-Way)

Vehi	cle Mo	ovemen	t Perfo	rmance										
Mov ID	Tum	INP VOLU [Total veh/h		DEM. FLO [Total veh/h		Deg. Satn v/c	Delay	Level of Service	QUI [Veh.	ACK OF EUE Dist]	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South	veh/h % veh/h % v/c sec veh m South: Frame Court												MIIVII	
1	L2	60	0.0	63	0.0	0.322	7.8	LOSA	1.2	8.4	0.77	0.93	0.94	31.7
3	R2	67	0.0	71	0.0	0.322	13.9	LOS B	1.2	8.4	0.77	0.93	0.94	23.4
Appro	oach	127	0.0	134	0.0	0.322	11.0	LOS B	1.2	8.4	0.77	0.93	0.94	27.8
East:	Leede	rville Par	ade											
4	L2	100	0.0	105	0.0	0.432	5.5	LOSA	0.0	0.0	0.00	0.07	0.00	51.4
5	T1	766	0.0	806	0.0	0.432	0.0	LOS A	0.0	0.0	0.00	0.07	0.00	58.0
Appro	oach	866	0.0	912	0.0	0.432	0.7	NA	0.0	0.0	0.00	0.07	0.00	57.4
West	: Leede	erville Pa	rade											
11	T1	215	2.0	226	2.0	0.208	3.1	LOSA	1.2	8.2	0.45	0.15	0.47	48.9
12	R2	51	0.0	54	0.0	0.208	12.4	LOS B	1.2	8.2	0.45	0.15	0.47	46.3
Appro	oach	266	1.6	280	1.6	0.208	4.9	NA	1.2	8.2	0.45	0.15	0.47	48.3
All Vehic	les	1259	0.3	1325	0.3	0.432	2.6	NA	1.2	8.4	0.17	0.17	0.19	50.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



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STREET NETWORK

10.1 Local Streets

Frame Court, a local Access Road, runs between Newcastle Street and Leederville Parade and provides access for businesses along the corridor although the northern section of Frame Court is not a public road and therefore not considered in the distribution of traffic in this proposal.

Both Leederville Parade and Newcastle Street are classified as a District Distributor A and are under the control of the City of Vincent. Newcastle Street provides an east-west connection through Leederville, connecting Oxford Street through Northbridge and to the Graham Farmer Freeway connection at Lord Street, East Perth. The road hierarchy surrounding the development site in the Leederville Activity Centre is shown in Figure 25.



Figure 25 Road hierarchy surrounding development site (source: MRWA)

The posted speed limit for Newcastle Street and Leederville Parade is presently 60km/h. Oxford Street has a variable 30km/h speed limit during peak times along with the western section of Newcastle Street to the west of Carr Place. Frame Court has a speed limit of 50km/hr.

Speed zoning extracted from the Main Roads WA information system is shown in Figure 26.



Figure 26 Speed zoning surrounding development site (source: MRWA)

10.1.1 Newcastle Street

Newcastle Street is constructed as a single carriageway with one lane in each direction. The approximate width of each lane is 4m with a total carriageway of 13m from kerb to kerb, including the on-street ticketed parking on both sides. Newcastle Street is separated by a single white line control. There are no turning lanes or median kerbs and only one refuge within the vicinity of Frame Court entrance. This carriageway configuration is generally consistent along this section between Oxford Street and Loftus Street.

While not identified in the Department of Transport Cycling Maps, Newcastle Street between Loftus Street and Oxford Street has bicycle lanes on either side, defined by a white line and a red road base.

The average speed along Newcastle Street is 48km/hr during the AM peak and 57 km/hr during the PM peak. It carries 408 vehicles during the AM peak and 301 in PM peak.

Newcastle Street has 4 bus stops, 2 on the north and 2 on the south side, where bus route 15 stops approximately 55 times per day Monday to Friday.

10.1.2 Leederville Parade

Leederville Parade is constructed as a single carriageway with one lane in each direction. It connects Vincent Street at the northern freeway exit and runs parallel to the Mitchell Freeway, over Loftus Street and onwards where it merges with the Graham Farmer Freeway and provides access to various local streets and car parks along the way. There are no refuges, turning lanes or median kerbs within the vicinity of Frame Court entrance.



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The average speed along Leederville Parade is 49km/hr at peak AM and 57 km/hr at peak PM times. It carries 644 vehicles during the peak AM and 437 in peak PM. There is some on-street parking adjacent to The Avenue Parking bays, however no buses or bike lanes along Leederville Parade.

10.1.3 Frame Court

Frame Court provides frontage to the site as well as being a private connection through existing Water Corp land between Newcastle Street and Leederville Parade (see Figure 27).

During the AM peak, a total of 66 vehicles are recorded as exiting (24 to Newcastle Street and 42 to Leederville Parade), whereas 306 vehicles enter (126 from Newcastle Street and 180 from Leederville Parade). This data confirms that most drivers use Frame Court as an access route to parking in the AM peak commuting times. The data is unable to specify which were through movements between Newcastle Street and Leederville Parade, or if they were using the car park prior to recording.

During the PM peak, 78 vehicles are recorded as entering (16 from Newcastle Street and 62 from Leederville Parade) and 211 vehicles are recorded exiting Frame Court (70 to Newcastle Street and 141 to Leederville Parade). The data is unable to specify which were through movements between Newcastle Street and Leederville Parade.

This information is critical when considering the potential impact of a residential precinct in this area. Any commuter-based trips generated from the residential development will generally travel in a counter direction to the existing dominant flow of traffic, minimising impacts on the network and intersections at peak times.



Figure 27 Frame Court from Newcastle Street



10.1.4 Traffic Flow Conditions

Information from Google Maps was used to understand the general traffic flow conditions through the area.

An extract showing atypical Wednesday conditions (in the morning peak at around 8.00am and the afternoon at 5.30pm were referenced), indicates that the area generally has low to average levels of congestion when vehicle volumes are highest on the overall network. The typical AM peak period conditions are reflected in Figure 28 and the PM peak period conditions are reflected in Figure 29.

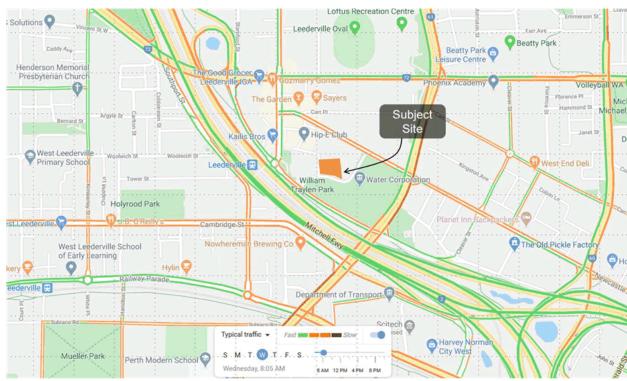


Figure 28 Typical traffic flow conditions Wednesday 8.00am (source: Google)

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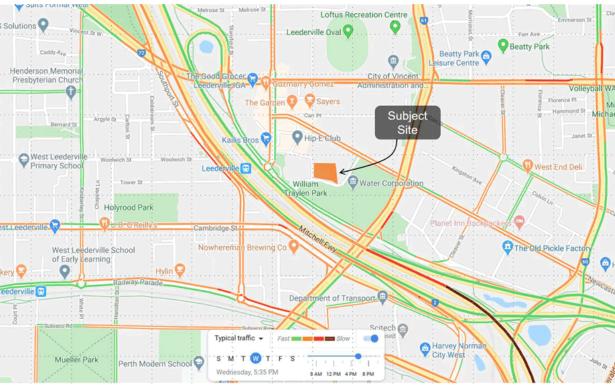


Figure 29 Typical traffic flow conditions Wednesday 5.30pm (source: Google)



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11. ISSUES FOR DEVELOPMENT APPLICATION STAGE

11.1 Specific Issues

The purpose of the Transport Report supporting the LDP for 40 Frame Court is to provide a framework for the provisions of the LDP and to set out baseline conditions and issues which would be addressed within the subsequent DA stage of the project. At that point, the more detailed level of assessment required within the WAPC Transport Impact Assessment Guidelines 2016 would be addressed. At that stage, the specific detailed information would be addressed such as traffic impacts and parking management.

While no significant matters are raised as a result of the LDP proposed for this site, the proposed change of use from employment centre to urban/residential, will result in more residents. From an urban land use perspective, this change can alter the way public spaces are used and create demand for new types of services and businesses; from a transport perspective there will be more pedestrian trips to and from the subject site at all times of the day, and commuting travel movements from the site will reverse, thereby altering the overall existing mode and transport patterns. The site will generate more vehicle trips than the present land use.

The site currently operates well for vehicles, being located within a business park serviced by primary and lower level distributor roads, with Frame Court providing access to the main car parks and businesses. However, the existing access arrangements are not well suited to the current and future planning framework including the Leederville Masterplan and the Leederville Precinct Structure Plan, the TOD potential of the precinct and the proposed urban based changes within the LDP. Examples include:

- Minimal pedestrian permeability to Newcastle Street and Oxford Street
- · Pedestrians are often forced to navigate car parks to reach their destination to and from the site
- Paths are narrow with no buffer from vehicles
- · Competing modes of transport often sacrifice the pedestrian environment
- Visual cues indicate vehicle priority, and
- · Poor legibility to the PSP, Oxford Street, Leederville Station and other activities.

To ensure the change of use from business park to 'people first place' within a more urban/residential setting is successful, additional measures are required to improve the safety and amenity for all users. It would be expected that the form of mode priority at this location would change in the context of the Activity Centre planning that is presently in draft form.

As proposed in the DRP 2 Presentation (October 2019) and shown in Figure 16, the proposed development integrates with future potential connections through the precinct, including along the site's western boundary with a new connection north to Newcastle Street, and along the site's northern boundary connecting Frame Court to Oxford Street through a place-making spine utilising the Water Corporation easement.

This report recommends the following:

- · Reduction of speed from 50km/hr along Frame Court to 30km/hr
- Inclusion of an additional pedestrian path from the northern boundary of the site through to Newcastle Street. This will improve pedestrian connectivity as well as create additional pedestrian only zones within the Activity Centre
- Emphasis on pedestrian priority at crossovers, intersections and any locations where pedestrians and vehicles meet
 including along the northern boundary of the Frame Court Car Park, the proposed new street and Frame Court and
 especially at the crossover into the proposed development

- Protected cyclist only and pedestrian only space along all roads within the local development plan area, especially Frame
 Court. Where possible, a buffer should be provided between the path and kerb
- Clear, direct and continuous path connections from the subject site to the PSP (the view from the southern edge of the LDP
 area to the PSP is shown in Figure 30), Oxford Street and Leederville Station
- Wayfinding to the PSP, Oxford Street and Leederville Station
- · Shade along Frame Court and the northern pedestrian path.



Figure 30 View from 40 Frame Court across Leederville Parade towards the PSP.

For the Development Application stage, the site would be subject to:

- Completion of a Transport Impact Assessment based on the requirements of the WAPC Guidelines
- Assessment of the adjoining intersection and updated traffic volumes
- Parking Management Plan
- Framework Travel Plan.



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12. OUTCOMES

12.1 Transport Report

This Transport Report has been prepared by Flyt in support of the proposed Local Development Plan (LDP) at 40 Frame Court Leederville. The site is located in the City of Vincent and, as indicated by the South West Aboriginal Land and Sea Council website, sits within the Whadjuk Region.

The Report has been prepared to provide a baseline understand of the impacts and issues associated with the proposals in the LDP and set the basis for future assessment of a Development Application in accordance with the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines (Volume 4 – Individual Developments).

The LDP proposes a mix of retail, commercial and residential land uses that are in keeping with the evolution of the Leederville Activity Centre. It will form a landmark redevelopment project for Leederville and result in an increase of the residential population within the Activity Centre and a change in primary use on the subject site from Office.

The site has excellent access to public transport (both bus and train), has a high ranking within Walkscore measurement in terms of accessibility and the LDP has provisions that will ensure levels of End of Trip and bicycle parking that meet or exceed existing City of Vincent or Green Building Council of Australia 5 Star rating.

A total of 279 parking bays are proposed to be provided on site and 30 scooter or motorcycle parking bays. The proposals within the LDP would result in a ratio of 1.04 parking bays per dwelling and include bays for commercial tenants, car share and reciprocal use for residential and commercial visiting trips. These are considered appropriate given the transport planning context associated with the site.

The site would abut the existing Frame Court Car Park to the west and it is proposed to reconfigure this interface to create an active frontage and support the development of a green link along this façade. The proposed interface would retain the existing 90 degree bays that are presently in place, with the potential to convert them to parallel bays should a longer term plan for a new street progress.

The site would generate vehicle trips associated with the residential and commercial uses and these would primarily be during standard weekday commuting hours. There would be a single crossover into the site and the level of vehicle trips generated by the site, considering the removal of existing vehicle trips already generated, indicates that the access point would operate at an acceptable level of service.

The adjoining intersection of Frame Court and Leederville Parade operates with some queuing during the morning peak period that is associated with the Thomas Street corridor controlled by Main Roads WA. The level of development related traffic forecast 40 Frame Court would not lead to a deterioration of this intersection as the additional vehicle trips are on average as one extra vehicle per minute. The adjoining intersection of Frame Court and Leederville Parade would be subject to assessment within the Development Application process, including consideration of the access controls over Frame Court through to Newcastle Street.

SIDRA modelling of the intersection using data collected in September 2021 and applying conservative assumptions around traffic flows, along with tests associated with the development opening and a scenario test applying substantial growth in traffic, indicate that the intersection performs adequately in the AM peak when looked at in isolation. Right turning sub-regional traffic at the Leederville Parade and Thomas Street intersection is acknowledged as an existing issue for traffic.

Improved pedestrian and cycling conditions being developed as part of this LDP will be supported in the longer term through various planning initiatives led by the City, including the Draft Precinct Structure Plan and Integrated Transport Strategy.



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Item 9.2- Attachment 6



















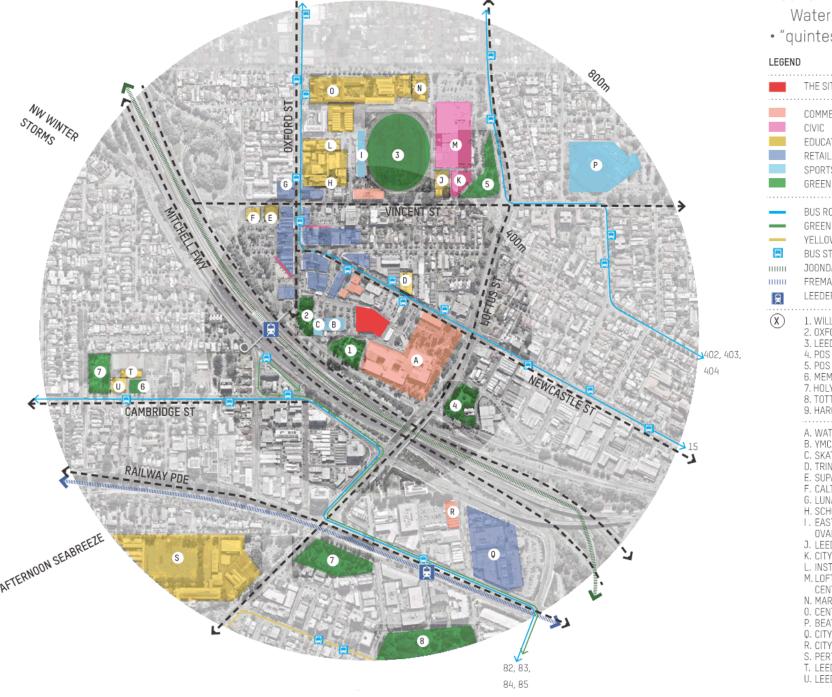
PRINCIPLE 1

Context & Character









- 40 Frame Ct is located within the Leederville Activity Centre, 3km from the CBD.
- Currently surrounded by commercial buildings, carpark and Water Corp assests.
- "quintessential urban village" City of Vincent

LEGEN	
	THE SITE
	COMMERCIAL / OFFICES CIVIC EDUCATIONAL RETAIL / FOOD & BEVERAGE SPORTS / RECREATION GREEN SPACE
	BUS ROUTE GREEN CAT YELLOW CAT BUS STOP JOONDALUP TRAIN LINE FREMANTLE TRAIN LINE LEEDERVILLE, CITY WEST TRAIN STATION
(X)	1. WILLIAM TRAYLEN PARK 2. OXFORD ST RESERVE 3. LEEDERVILLE OVAL 4. POS / LANDSCAPE BUFFER TO ROAD 5. POS / LOFTUS PLAYGROUND 6. MEMORIAL GARDENS 7. HOLYROOD PARK 8. TOTTERDELL PARK 9. HAROLD BOAS GARDENS
	A. WATER CORPORATION B. YMCA HO C. SKATE PARK D. TRINITY THEOLOGICAL COLLEGE E. SUPA IGA F. CALTEX PETROL STATION G. LUNA CINEMAS H. SCHOOLS OF ISOLATED S DISTANCE EDUCATION I. EAST PERTH FC / SUBIACO FC / LEEDERVILLE OVAL GRANDSTAND J. LEEDERVILLE EARLY CHILDHOOD CENTRE K. CITY OF VINCENT OFFICES L. INSTITUTE OF PROFESSIONAL LEARNING M. LOFTUS RECREATION CENTRE / TOWN HISTORY CENTRE N. MARGARET KINDY O. CENTRAL TAFE P. BEATTY PARK Q. CITY WEST R. CITY WEST R. CITY WEST S. PERTH MODERN SCHOOL T. LEEDERVILLE SPORTING CLUB U. LEEDERVILLE TOWN HALL / PERTH TANGO CLUB

800m Radius

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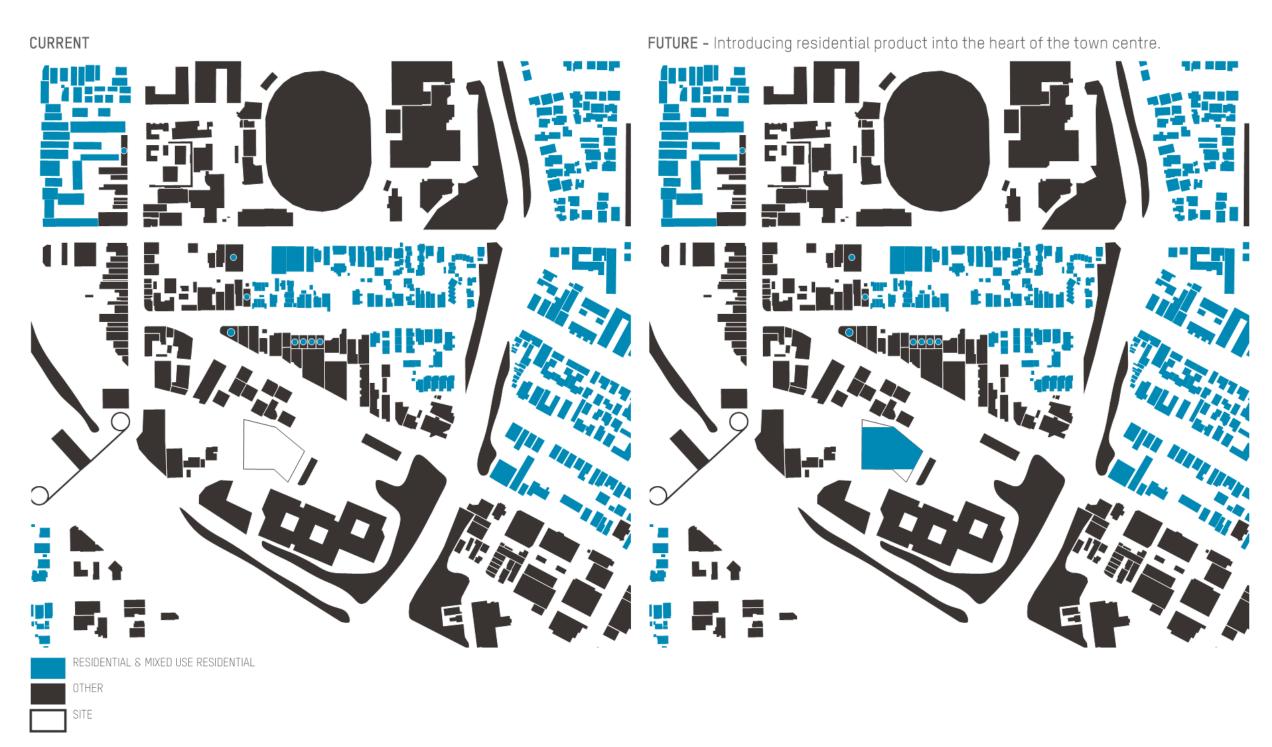
PRINCIPLE 1







Context & Character



Existing Context / Use - Residential Context

PRINCIPLE 1

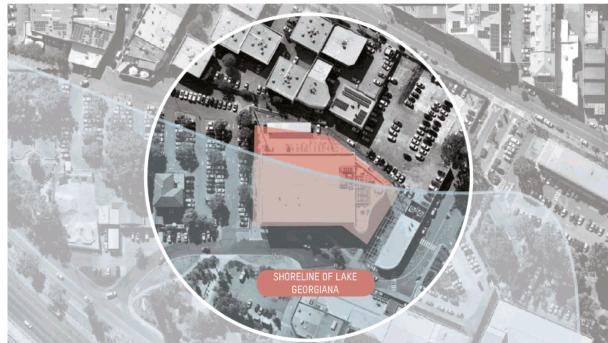


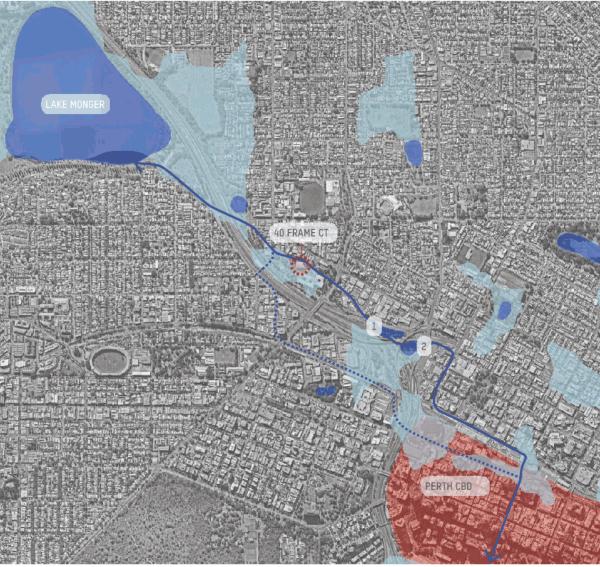




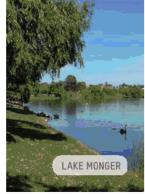
Context & Character













Historical Lakelands / Pedestrian Connections

PRINCIPLE 1

Context & Character

Drainage as a place-making spine









Lakelands / Pedestrian Connections

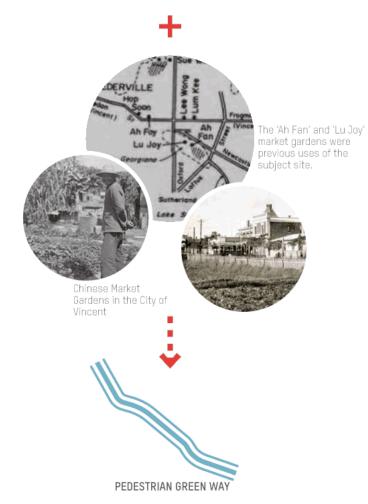








Waagle and Yondock Story, Shane Pickett, 2004



PRINCIPLE 1





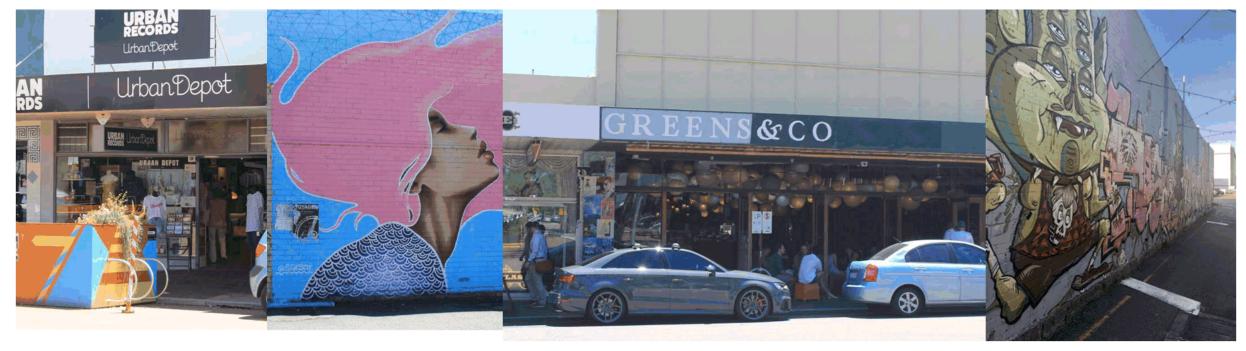


Context & Character

Descriptions of Leederville from David Galloway (Leederville Connect), Geoff Warn (Government Architect) and Cameron Chisholm Nicol



DIVERSE GRUNGY SOULFULNESS RESILIENT



VARIED CANVAS AUTHENTIC URBAN EDGINESS

PRINCIPLE 1







Context & Character



FAMILY FRIENDLY ECLECTIC RICH & COLOURFUL COLLAGED



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PRINCIPLE 1





Context & Character

















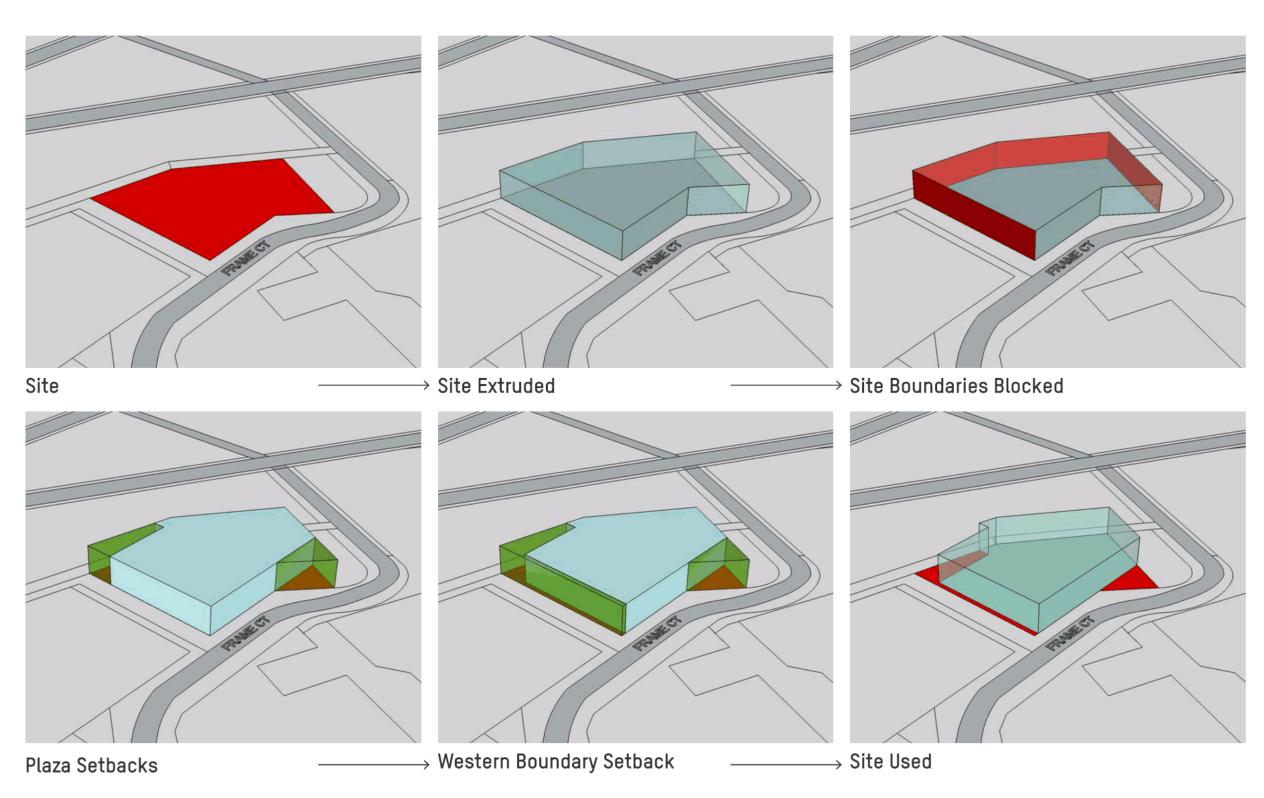
Existing Site

PRINCIPLE 1





Context & Character

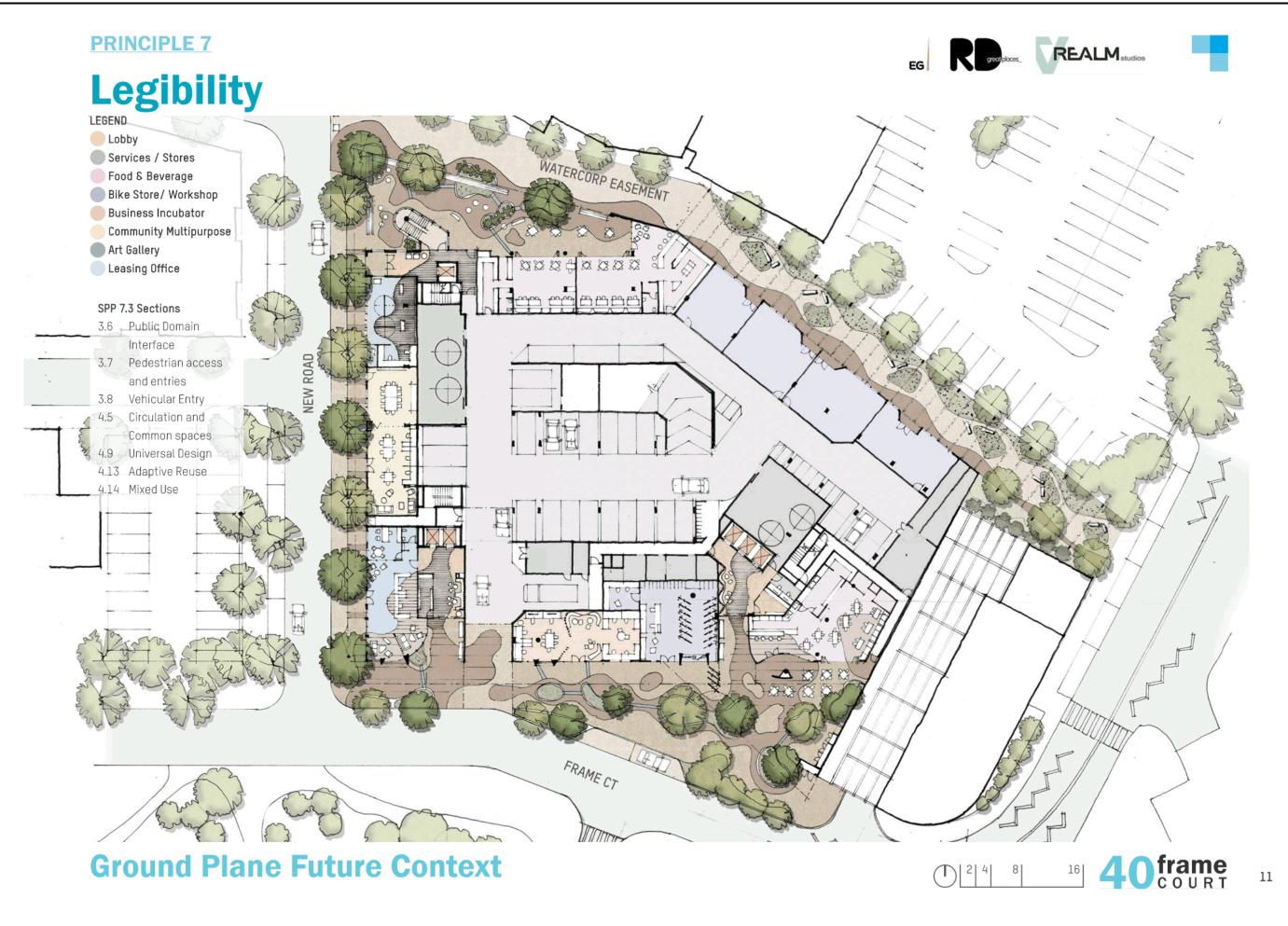


Shaping the Ground Plane

EG great places_ REALM studios **PRINCIPLE 7** Legibility 1 Pocket Park / Deep Root WATERCORP EASEMENT Zones 2 Bins 3 Electrical 4 Substation 5 Pumps & Tanks 6 Bikes Lobby Services / Stores Food & Beverage Bike Store/ Workshop Business Incubator Community Multipurpose Art Gallery Leasing Office AREA SCHEDULE m^2 83 Art F & B 370 76 **Business Incubator** Leasing Office 120 127 Community Multi-purpose Commercial 140 916 TOTAL SPP 7.3 Sections 3.6 Public Domain Interface 3.7 Pedestrian access and entries FRAME CT 3.8 Vehicular Entry 4.5 Circulation and Common spaces 4.9 Universal Design 4.14 Mixed Use **Ground Plane** frame COURT

Item 9.2- Attachment 7

10



Item 9.2- Attachment 7

EG REALM studios **PRINCIPLE 7** Legibility Lobby Services / Stores Food & Beverage Bike Store/ Workshop Business Incubator Community Multipurpose Art Gallery Leasing Office FRAME CT Ground Plane Future Context (With WaterCorp Asset demolished)

Item 9.2- Attachment 7

12

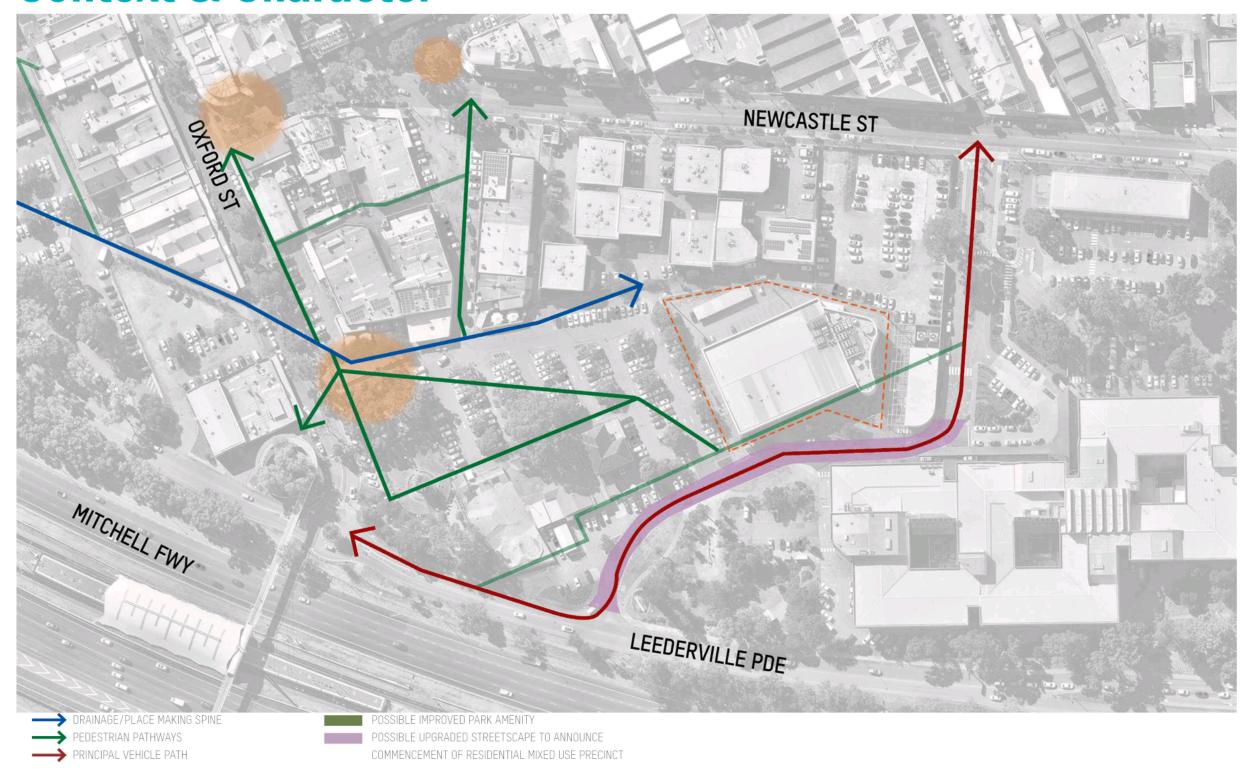
PRINCIPLE 1







Context & Character



Existing Context / Connectivity

13

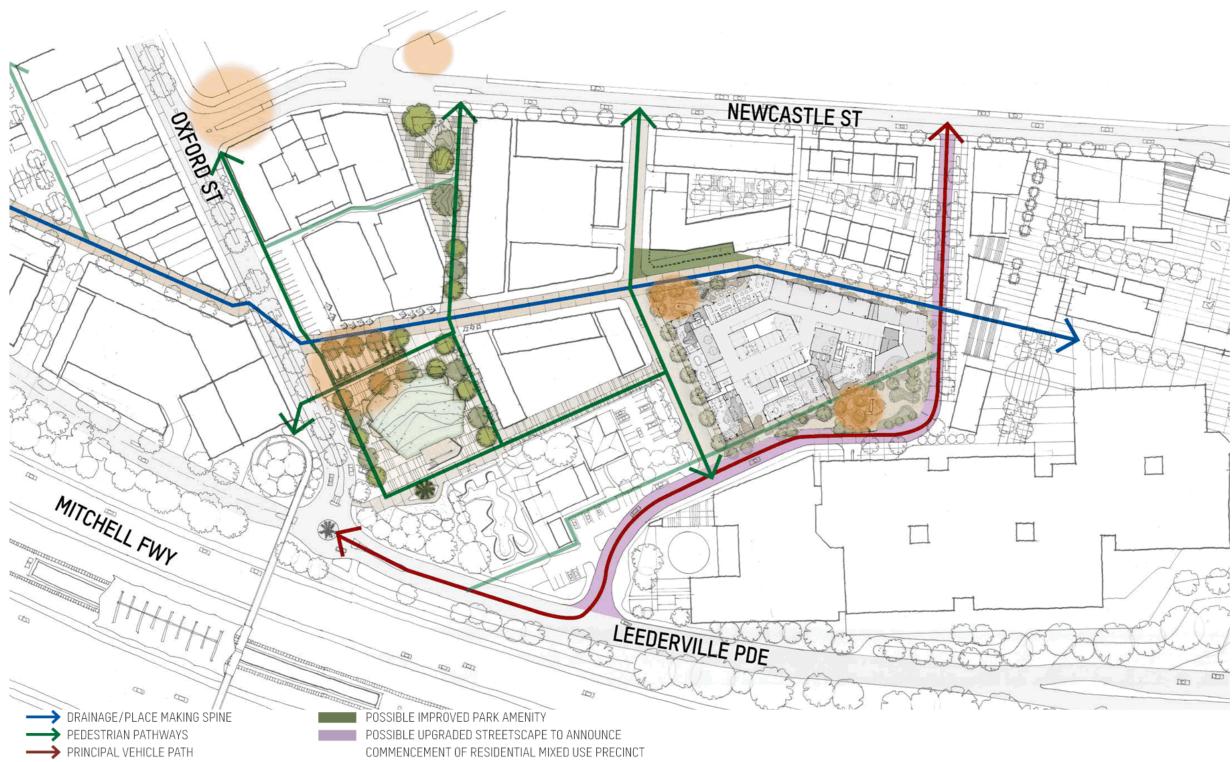
PRINCIPLE 1







Context & Character



Future Context / Connectivity

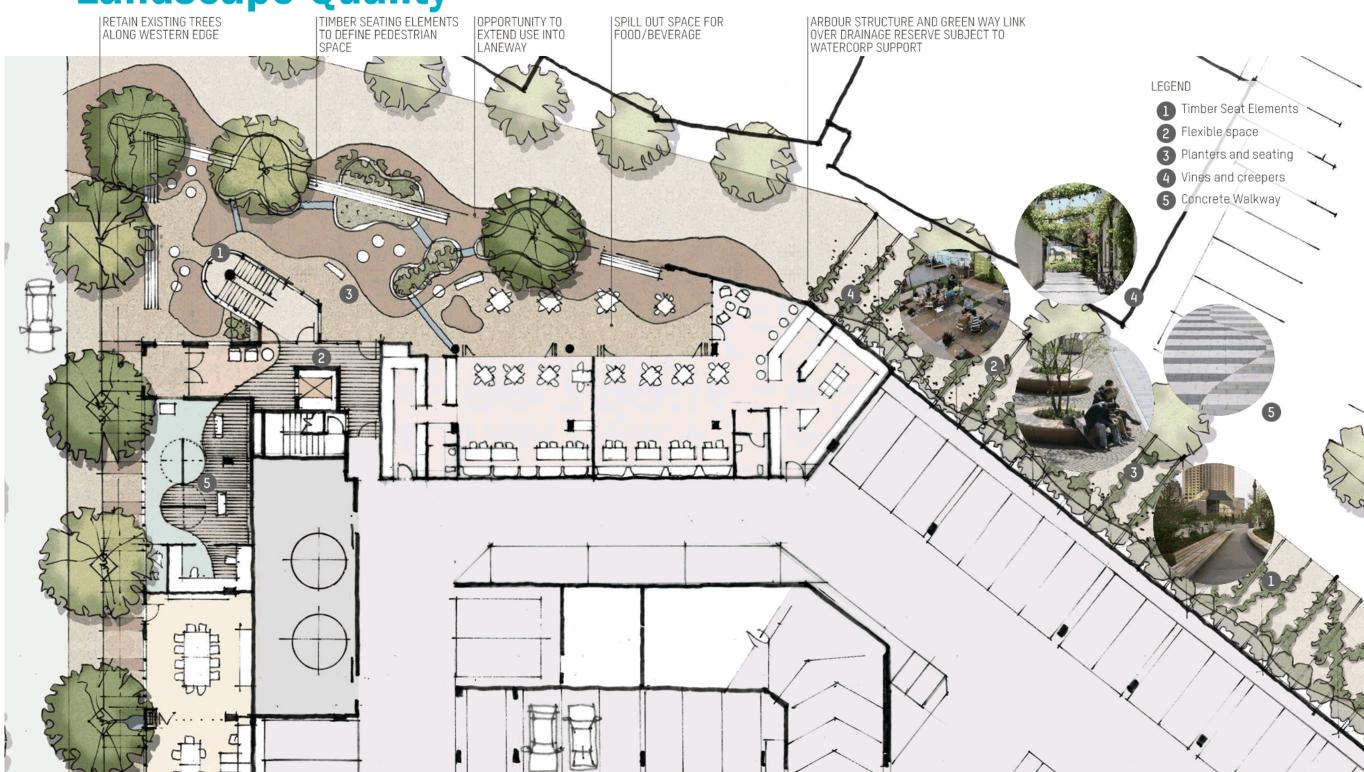
PRINCIPLE 2











North Pocket Plaza

Oframe COURT

15

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PRINCIPLE 2







Landscape Quality



South Pocket Plaza



PRINCIPLE 2



Landscape Quality



Western Setback - existing tree retention

1 2 4 4 oframe COURT

17

Item 9.2- Attachment 7

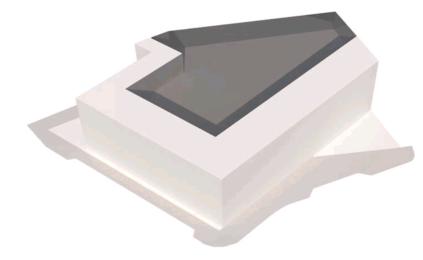
PRINCIPLE 3

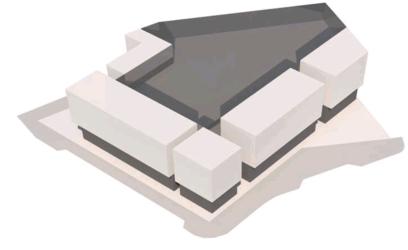
Built Form & Scale

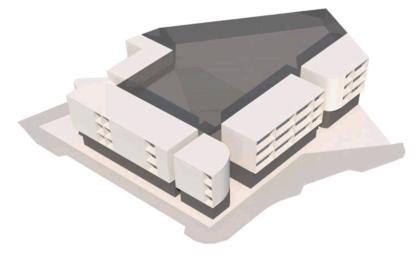








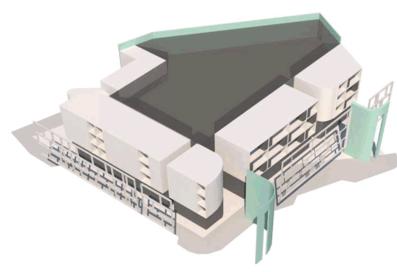


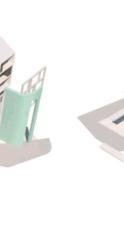


Carpark screened by active uses

Creation of entries and recessed ground

Curved entry walls and subtraction of balconies









Addition of screens and artwork

Addition of awning

Layered podium with an activated ground plane

PRINCIPLE 3

Built Form & Scale





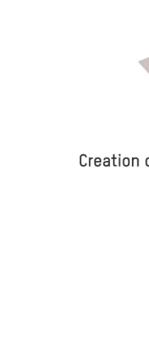




Single tower approach



Division and reorientation into 2 towers



Creation of hierarchy and articulation of edges



Recessing of lower levels for vertical articulation



Subtraction of balconies and voids



Addition of residents amenities

19

PRINCIPLE 10







Aesthetics















South Elevation

PRINCIPLE 10





Aesthetics



South Facade

40 frame

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South Facade

40 frame

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Item 9.2- Attachment 7

PRINCIPLE 10





Aesthetics



South Facade



12 OCTOBER 2021 ORDINARY COUNCIL MEETING

PRINCIPLE 10





Aesthetics



South Facade

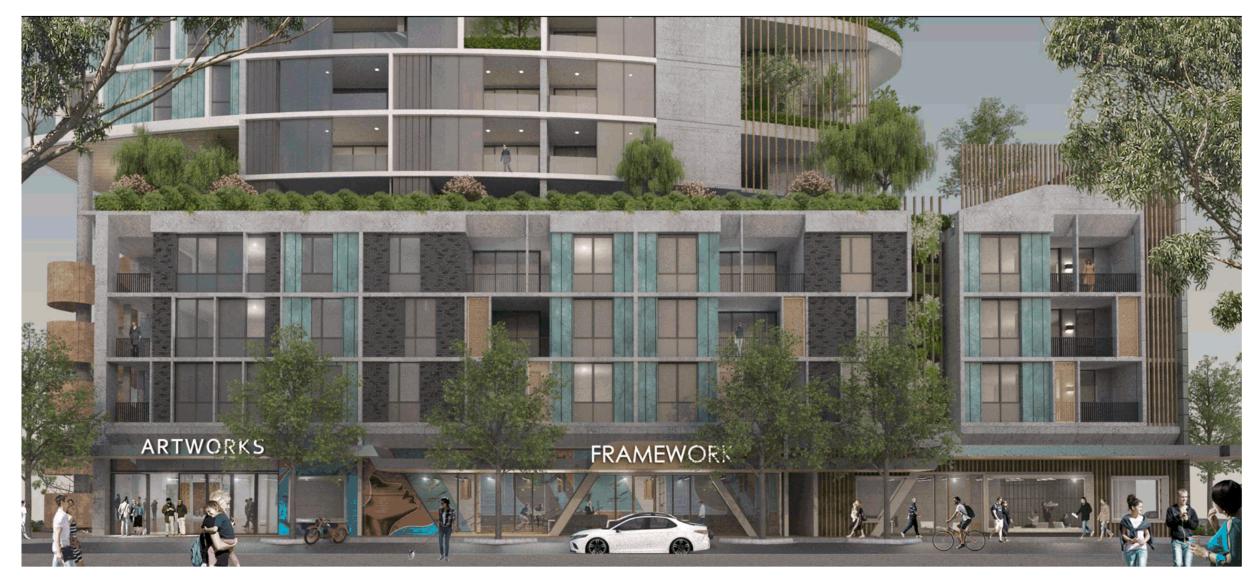
PRINCIPLE 10







Aesthetics



SPP 7.3 Sections

- 3.3 Tree canopy and deep soil areas
- 3.4 Communal Open Space
- 4.10 Facade Design
- 4.11 Roof Design
- 4.12 Landscape design



Pre=patina copper



Ceramic Tiles



Steel Balustrades



Brickwork



Timber

West Facade



25

PRINCIPLE 4

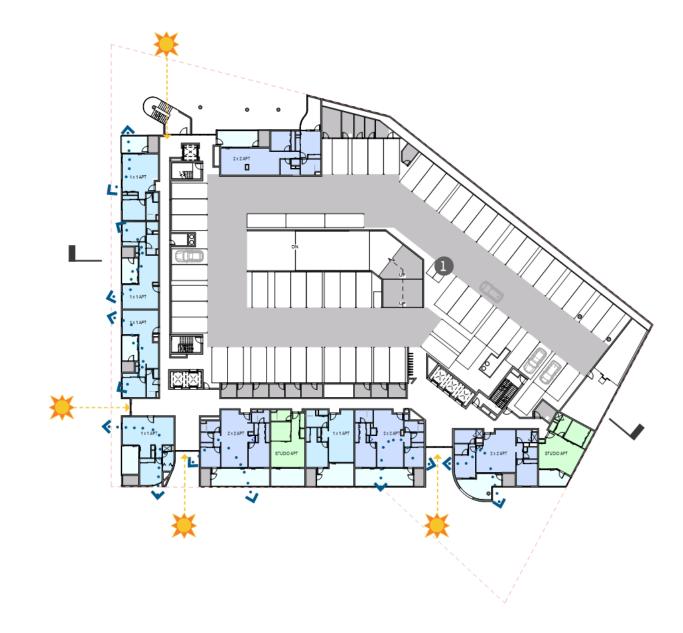
Functionality and Build Quality

LEGEND

- Studio Apartment
- 1 x 1 Apartment
- 2 x 2 Apartment
- 3 x 2 Apartment
- Motorcycles

SPP 7.3 Sections

- 4.3 Size and layout of dwellings
- 4.4 Private open space and balconies
- 4.6 Storage
- 4.8 Dwelling Mix
- 4.12 Landscape design
- 4.15 Energy Efficiency
- 4.17 Waste Management
- 4.18 Utilities
- + Minimum 20% Liveable housing
- + 3% solely south facing
- + Natural light to all lobbies
- + 70% Cross ventilated
- + Sleeved carparking



L1-3







DRAFT YIELD TABLE

BUILD TO RENT | Western Tower

	Studio	1 x 1	2x2	3 x 2	TOTAL
L4-L5		6			6
L6		3	6		9
L7-8	4	2	12		18
L9-12	8	12	20		40
L13-14		2	14		16
L15		3	6		9
Total	12	28	58		98
%	12%	29%	59%		100%

BUILD TO SELL | Eastern Tower

	Studio	1 x 1	2 x 2	3 x 2	TOTAL
L1-L2	4	10	2		22
L3	2	5	3		10
L4-L5		2	2		4
L6-8		6	12		18
L9-10		2	4		6
L11-14		8	16		24
L15-16		4	6		10
L17-L23		7	14	14	35
Total	6	44	65	14	129
%	5%	34%	50%	11%	100%

	Studio	1×1	2 x 2	3 x 2	TOTAL
Total	18	72	123	14	227
%	8%	32%	54%	6%	100%

CARBAYS

Ground	38
Mezz	53
Level 1	61
Level 2	61
Level 3	66
Total	280

Visitor bays: 27 Commercial bays: 10 Share car bays: 3 Scooter bays: 30

BUILT TO RENT Resident bays: 94 **BUILT TO SELL** Resident bays: 145







26

PRINCIPLE 6





Amenity

LEGEND

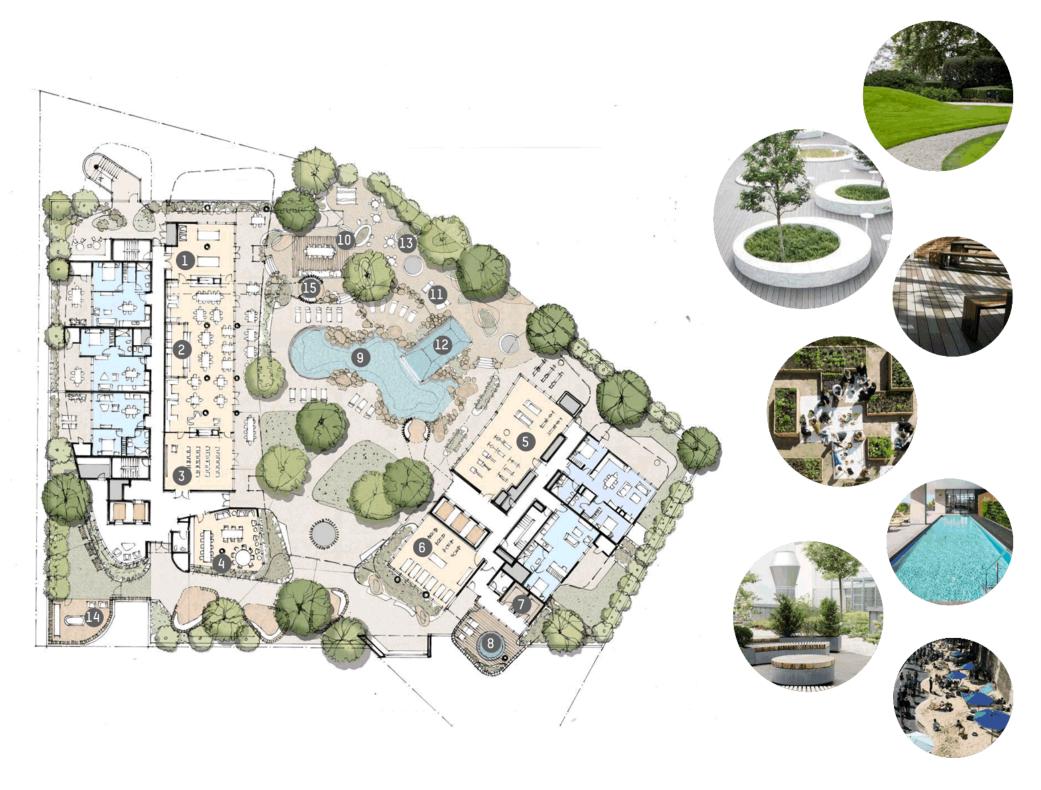
- Games Room
- 2 Lounge / Dining
- 3 Meeting Room
- 4 Library
- Gym
- Yoga / Cycle
- Sauna

- **BBQ** Pavilion
- Raised Deck
- Feature Raised Pool
- 13 Egg Planters
- Pet Wash & Exercise
- 'Treehouse' dining room
- 1 x 1 Apartment
- 2 x 2 Apartment
- **Communal Facilities**

SPP 7.3 Sections

- 3.2 Orientation
- 3.3 Tree Canopy & Deep Soil Areas
- 3.4 Communal Open Space
- 4.1 Solar and Daylight Access
- 4.2 Natural Ventilation
- 4.9 Universal Design

L4 Podium



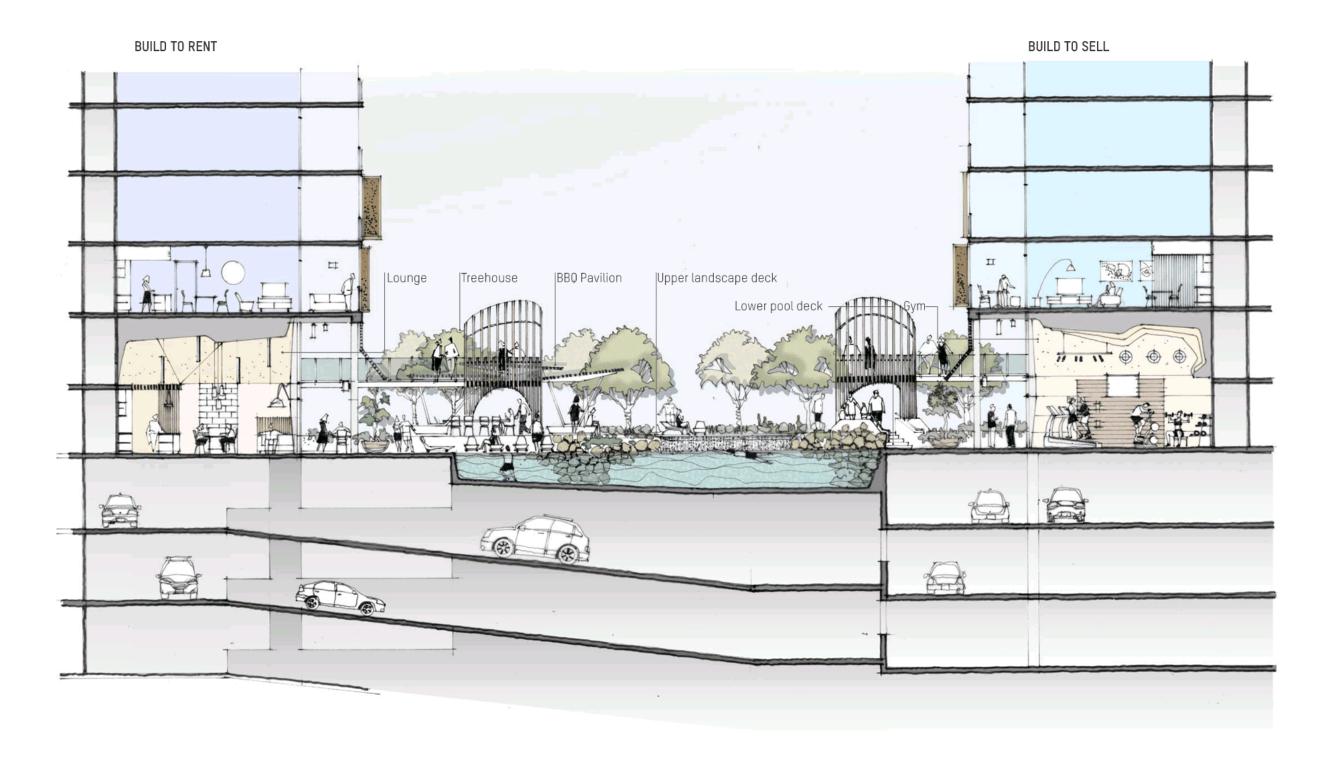
27

PRINCIPLE 9





Community



Cross Section through Residents' Amenities

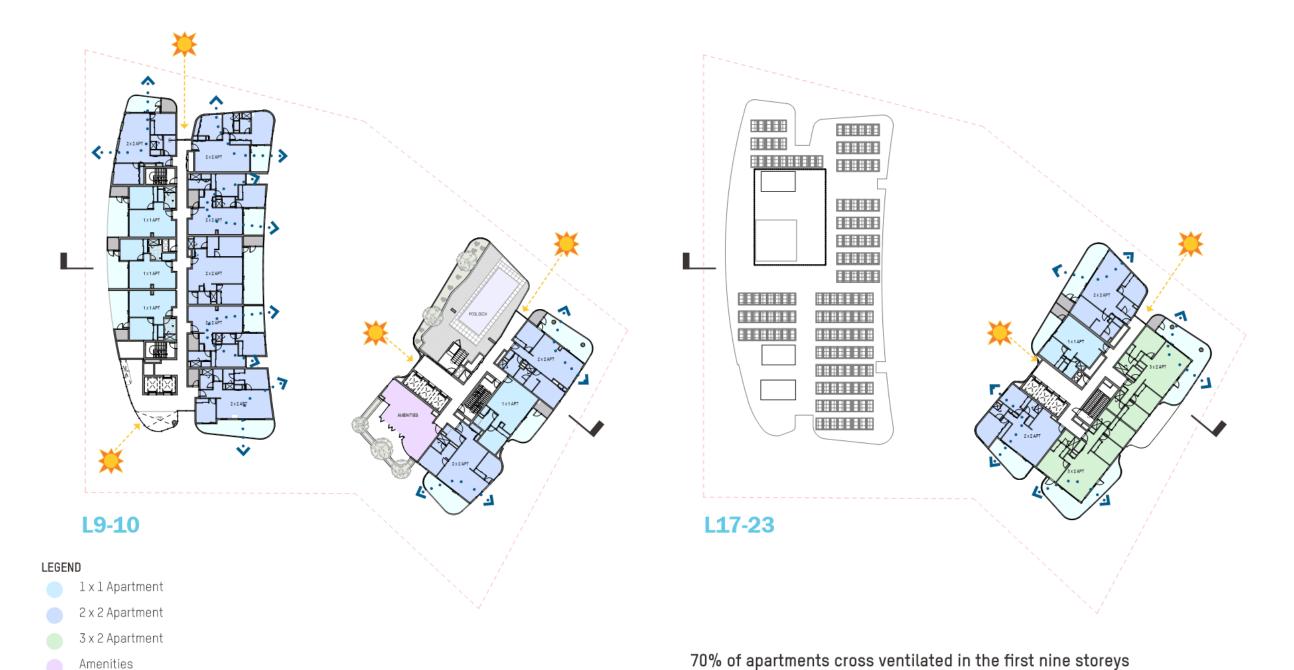


PRINCIPLE 4





Functionality and Build Quality



SITE AREA: 4306 m² Tower Footprint: 1816 m² = 42 % of site.

Typical Tower

PRINCIPLE 5

Sustainability









5 Star Green Star and **One Planet Living**

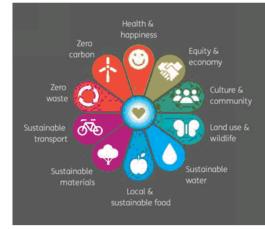
- (1) END OF TRIP FACILITIES & BIKE WORKSHOP
- (2) WATER EFFICIENT IRRIGATION
- (3) ENERGY USAGE MONITORING
- (4) ENERGY EFFICIENT LIGHTING
- (5) SOLAR PASSIVE DESIGN
- (6) ELECTRIC VEHICLE RECHARGE STATION
- (7) HEAT ISLAND HIGH REFLECTIVITY MATERIALS
- (8) HIGH EFFICIENCY DOMESTIC HOT WATER
- (9) WATER EFFICIENT FIXTURES
- (10) FSC CERTIFIED FLOORING
- (11) CROSS VENTILATION
- (12) AIR TIGHT CONSTRUCTION
- (13)NATIVE ECOLOGY PLANTING
- (14)COMMUNAL GARDEN

(15)BEST PRACTICE WASTE FACILITIES

(16)COMMON AREA MOTION SENSORS

(17)EXCHANGING UNWANTED GOODS SPACE

(18)GREEN SHARE CAR



DAYLIGHT AND OCCUPANT SENSING LED



INDIVIDUAL METERING UNITS FOR EACH APARTMENT AND TENANCY



ELECTRIC CAR CHARGING STATION



BIKE WORKSHOP AND EOT FACILITIES















Visual Impact Studies





June 21, 9am



June 21, 3pm

June 21, 12pm

Shadow Study



PRINCIPLE 10

Aesthetics













Pre=patina copper



Ceramic Tiles



Steel Balustrades



Brickwork



Timber

SPP 7.3 Sections

- 3.3 Tree canopy and deep soil areas
- 3.4 Communal Open Space
- 4.10 Facade Design
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- 4.12 Landscape design

PRINCIPLE 10

Aesthetics









Pre=patina copper



Ceramic Tiles



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Brickwork



Timber

SPP 7.3 Sections

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- 4.12 Landscape design

West Elevation

PRINCIPLE 10

Aesthetics











Pre=patina copper



Ceramic Tiles



Steel Balustrades



Brickwork



Timber

SPP 7.3 Sections

- 3.3 Tree canopy and deep soil areas
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- 4.10 Facade Design
- 4.11 Roof Design
- 4.12 Landscape design

South Elevation







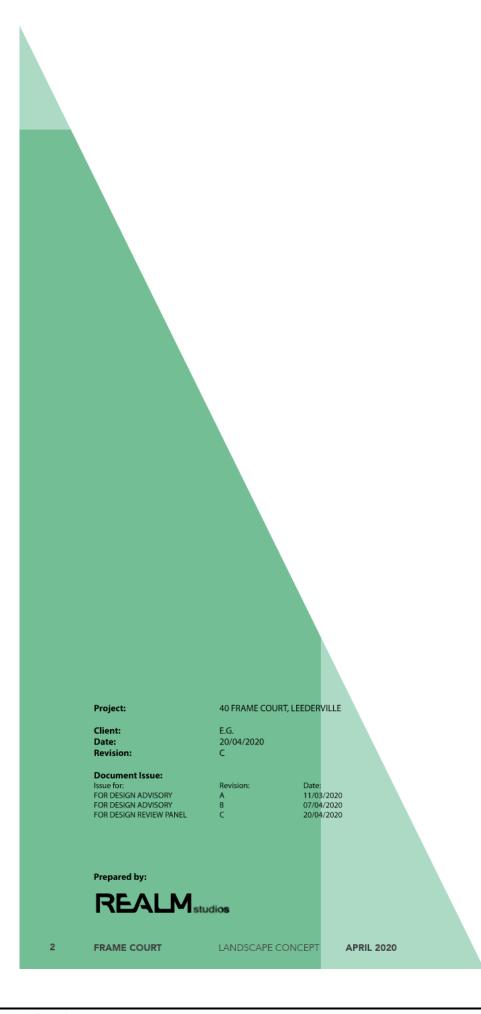


Perspectives

40 frame

43







Contents

1.0 Water Story

1.1	Water Story	p4
1.2	Existing Shoreline	p5
1.3	Drainage strategy	рθ
1.4	Cultural Histories	р7

2.0 Analysis

2.1	Site Conditions	p8-9
2.2	Western Edge	p10-11

3.0 Concept

3.1	Ground Floor plan	p12
3.2	Water Diagram	p13
3.3	North Court Plaza	p14-15
3.4	South Court Plaza	p16-17
3.5	Podium	p18-19
3.6	Pool detail	p20-21
3.7	Podium section	p22-23

4.0 Deep soil assessment

4.1 Deep soil assessment p24

REALM studios 3

3

AnalysisWater Story

Perth is situated over a rich network of wetlands and connected drainage lines that form a link from lake Herdsman to Monger and through to Claisebrook.

Our site is located on the this drainage train and would have been an abundant and seasonally variable landscape of Melaleucas, sedge and other wetland species.

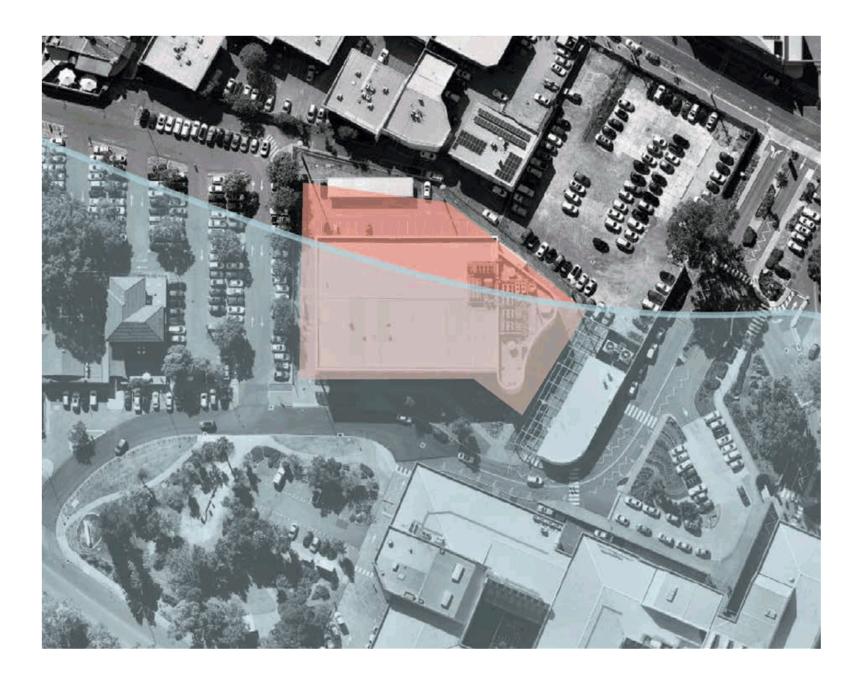
Today Leederville is almost entirely divorced from this rich history associated with water and associated ecologies.



FRAME COURT LANDSCAPE CONCEPT APRIL 2020



At colonisation some wetlands were named. Our site is on the shores of Lake Georgiana. This becomes a strong design driver for the project as well as the opportunity to adopt wetland species and drainage functions into the design.

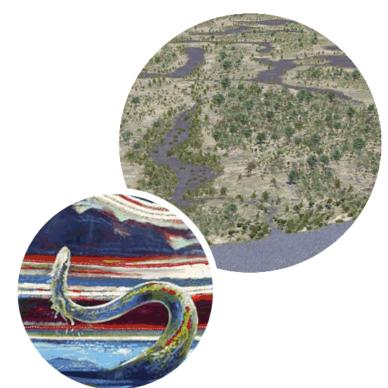


REALM studios



Indigenous occupation prior to colonisation would have involved a rich and deep connection with the land at both a spiritural and pragmatic level with hunting, food gathering, social meetings and storytelling.

Later following colonisation the site was drained and used for its rich soil matrix as a market garden. A number of asian family names are associated with the area.

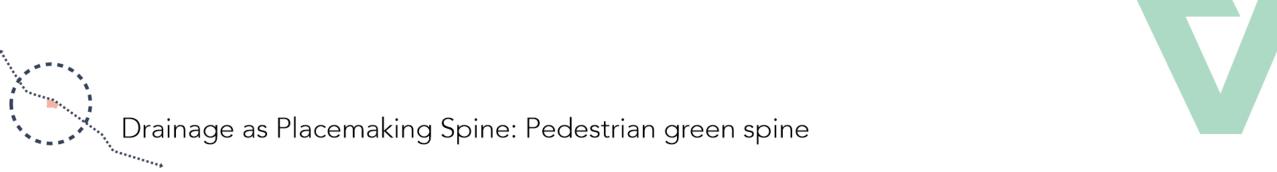


Waagle and Yondock Story, Shane Pickett, 2004





6 FRAME COURT LANDSCAPE CONCEPT APRIL 2020



As a consequence of urbanisation a major trunk drainage and sewer line threads through Leederville following the former low points in the topography.

A Water Corporation reserve ensures no development over.

The sewer and drainage system create the long-term potential for a pedestrian oriented 'Green Way' that can elaborate the former histories of the site and anchor a series of green places or nodes as centres for future development.

This idea could be explored as part of the structure plan currently in development and will require partnership with the Water Corporation.



REALM studios

7

AnalysisSite Conditions















FRAME COURT

LANDSCAPE CONCEPT APRIL 2020















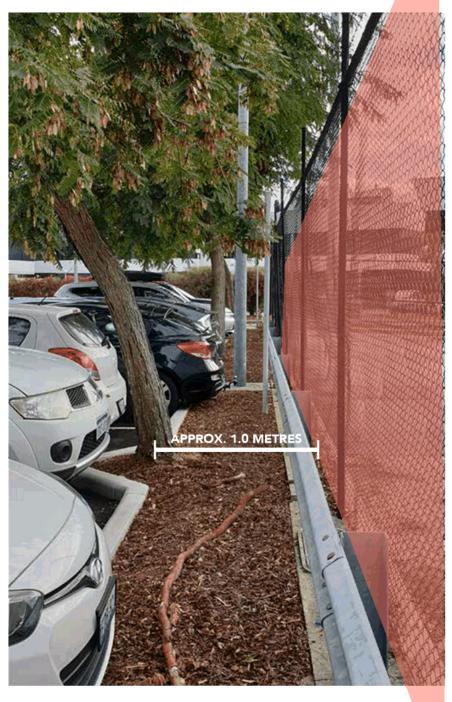


Analysis Western edge - Existing Tree Retention

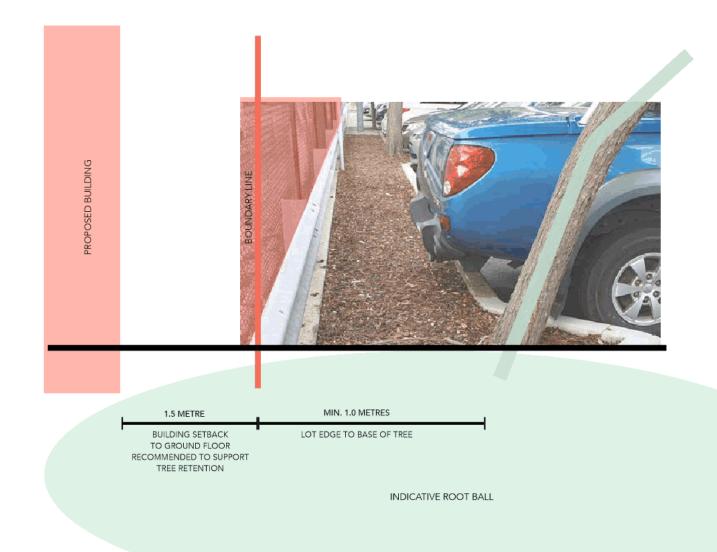
A row of existing trees located approximately 1m outside the boundary and associated with the council car park would potentially be negatively impacted upon by the future built form if it were to be developed up to the western boundary.

Trees are in good condition and worthy of retention. With careful management they can be retained and a future road constructed to the west.





10 FRAME COURT LANDSCAPE CONCEPT APRIL 2020

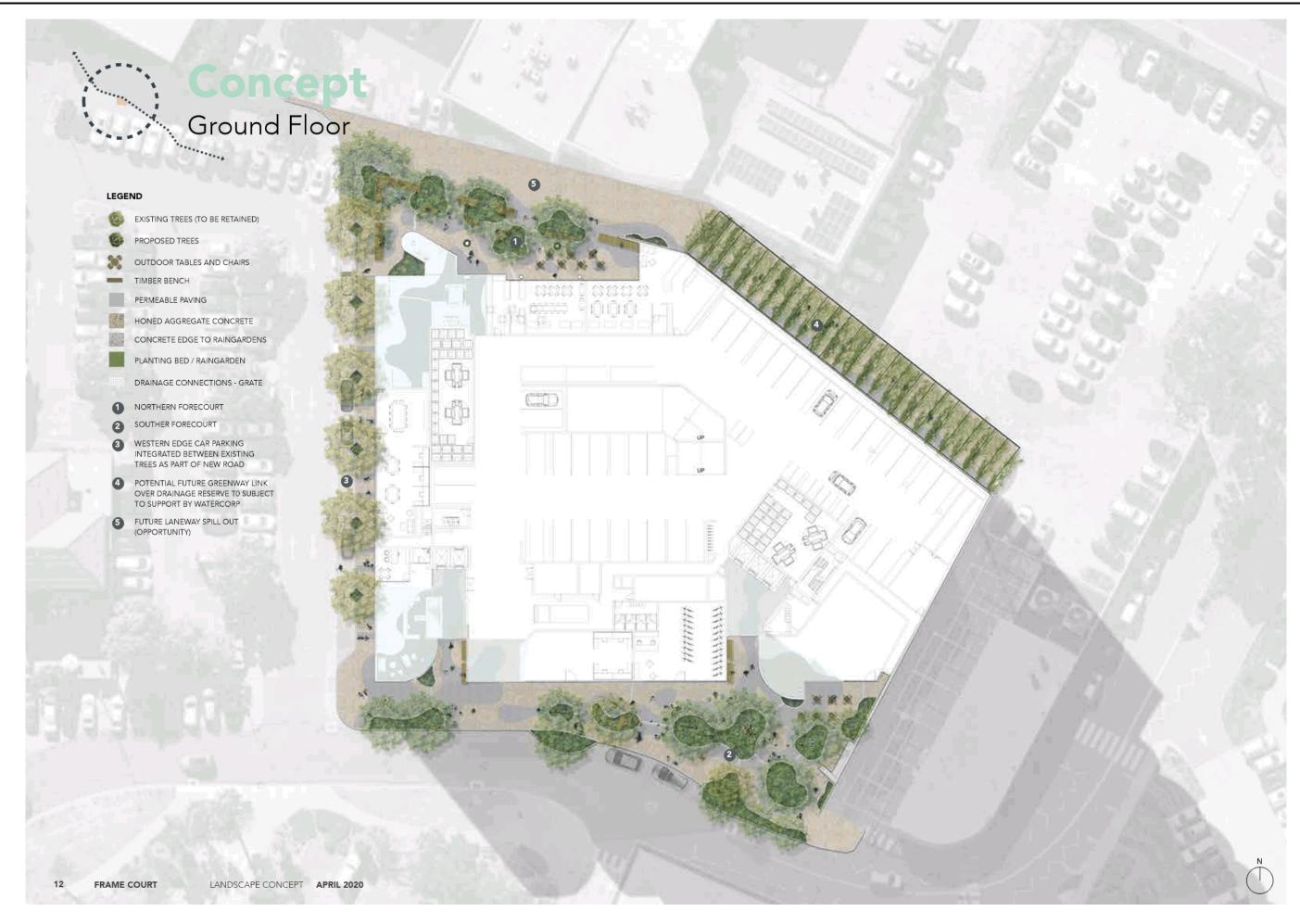








REALM studios 11



Drainage Strategy

Ground Floor

An innovative stormwater drainage strategy connects the site with pre-colonial histories - becoming a site of repair and a demonstration project on the door step of the Water Corporation

Storm water is directed from roof capture, adjacent road surfaces and plaza pavements into rain-garden soaks which are set below pavement levels.

Rills connect and convey water so raingardens fill up equally in a rain event - expressing water before it infiltrates having been through some minor bio-treatment.

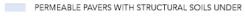
Coordination with the City of Vincent and Water Corporation will be required.

Permeable pavers assist with the infiltration and connection to groundwater as well as establish an organic motif reminiscent of wetland systems.

LEGEND



SUNKEN GARDEN BEDS / RAIN GARDENS



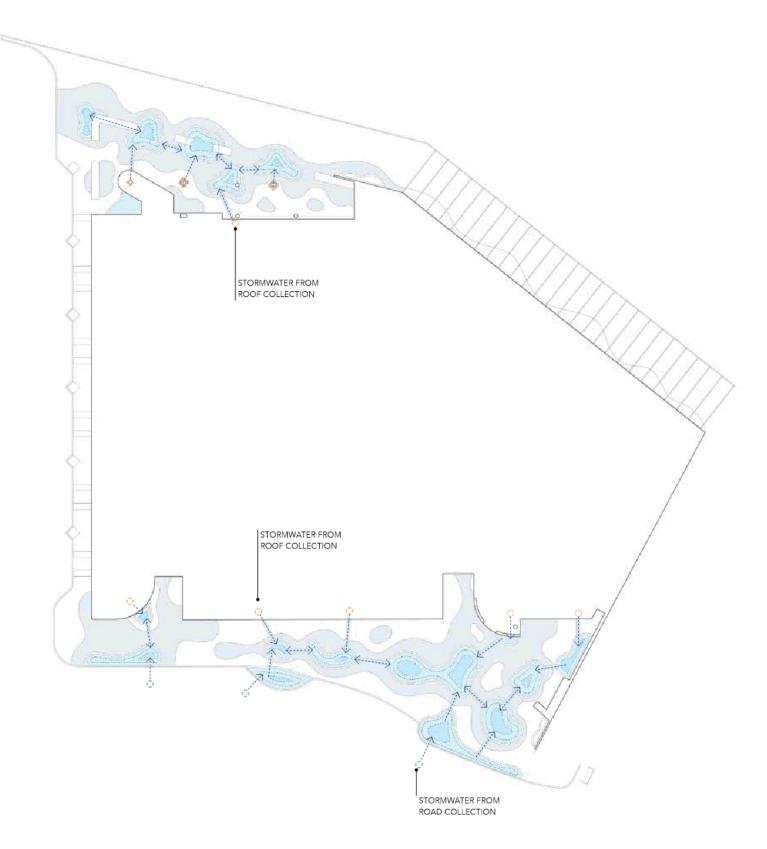
------> STORMWATER (FROM ROOF OR ROAD SURFACE)



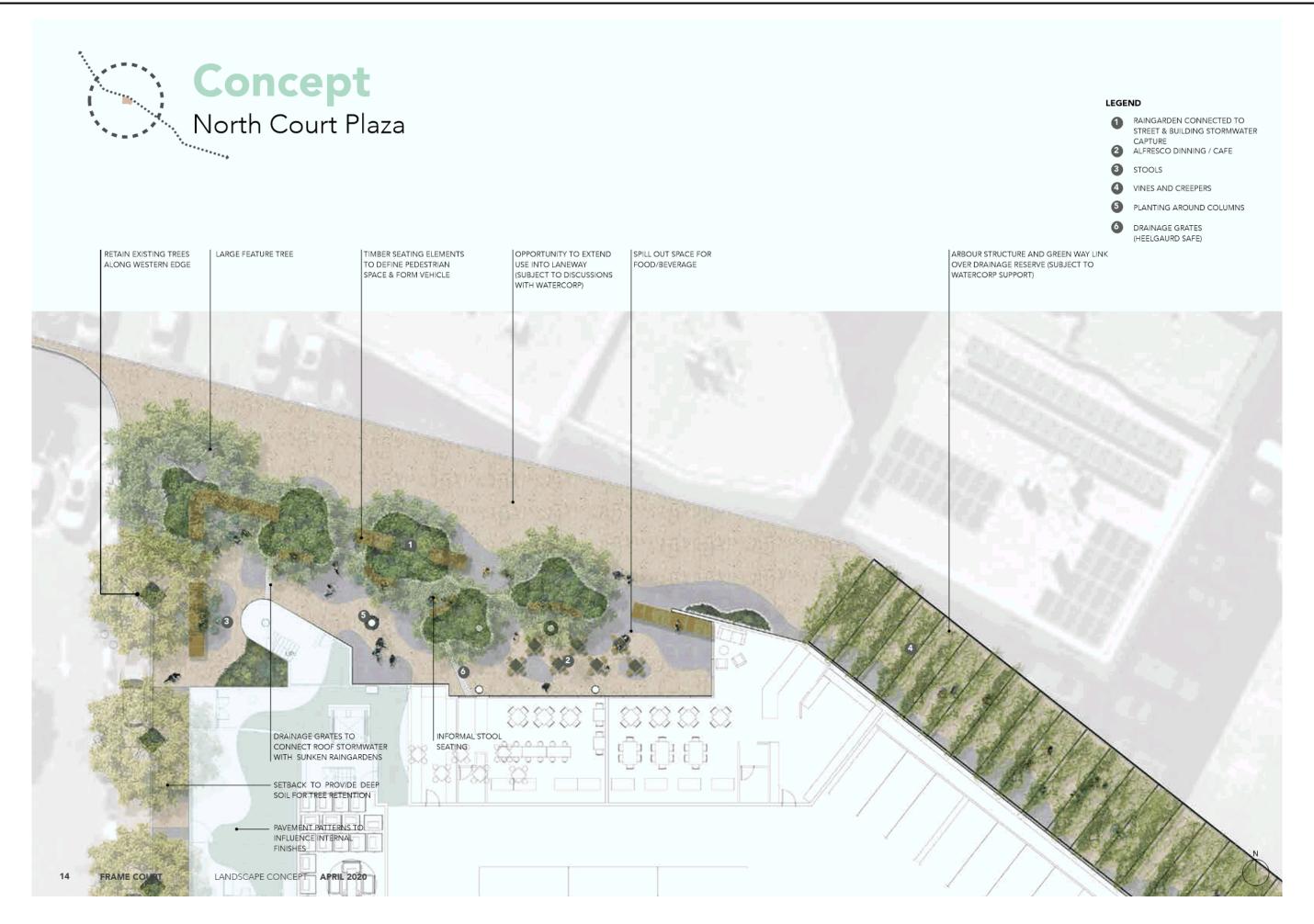
DIRECTED THROUGH TRENCH GRATES FLUSH IN PLAZA PAVEMENT SIDE ENTRY KERB DRAINAGE INTO RAINGARDENS

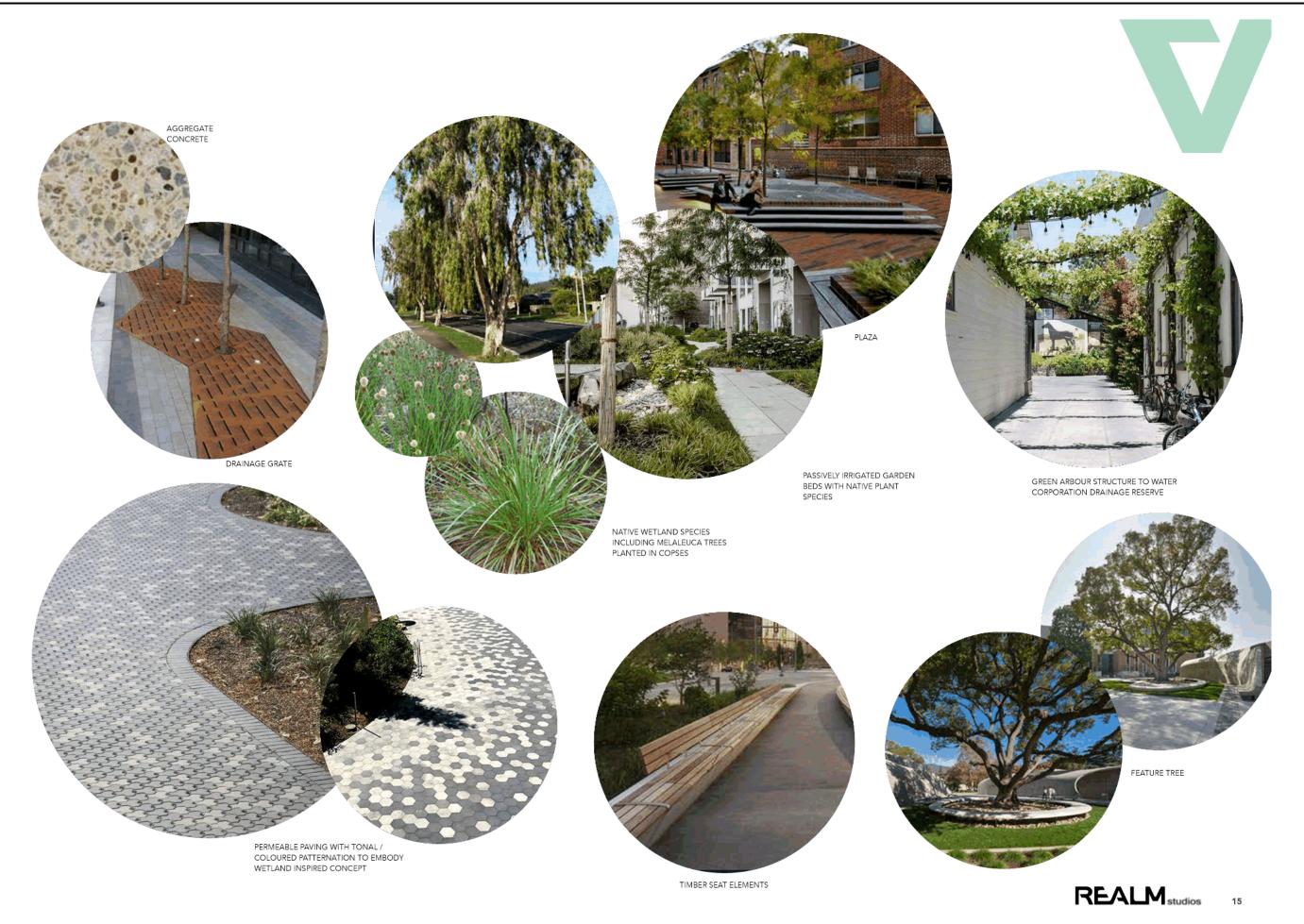


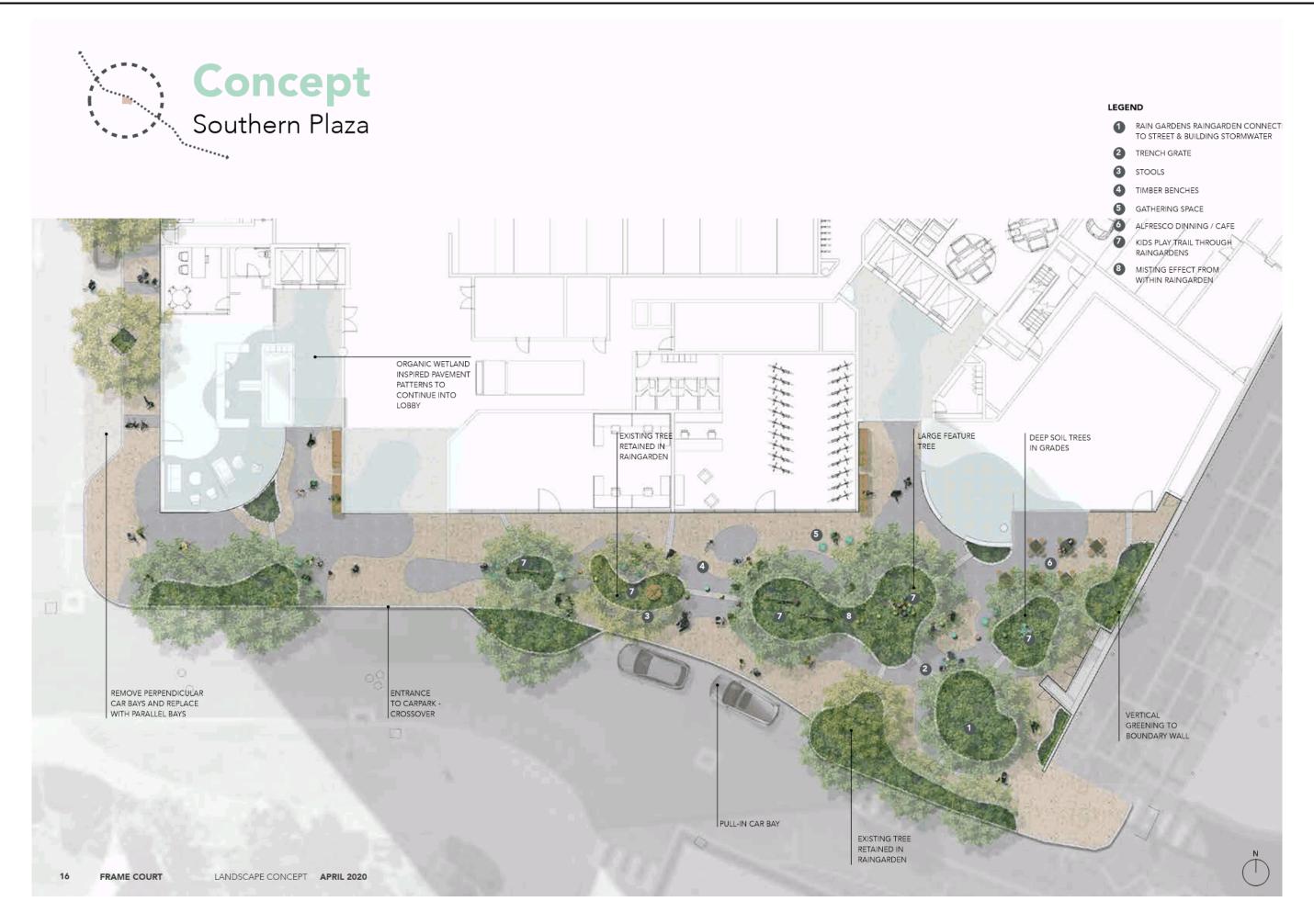
ROOF RAIN WATER





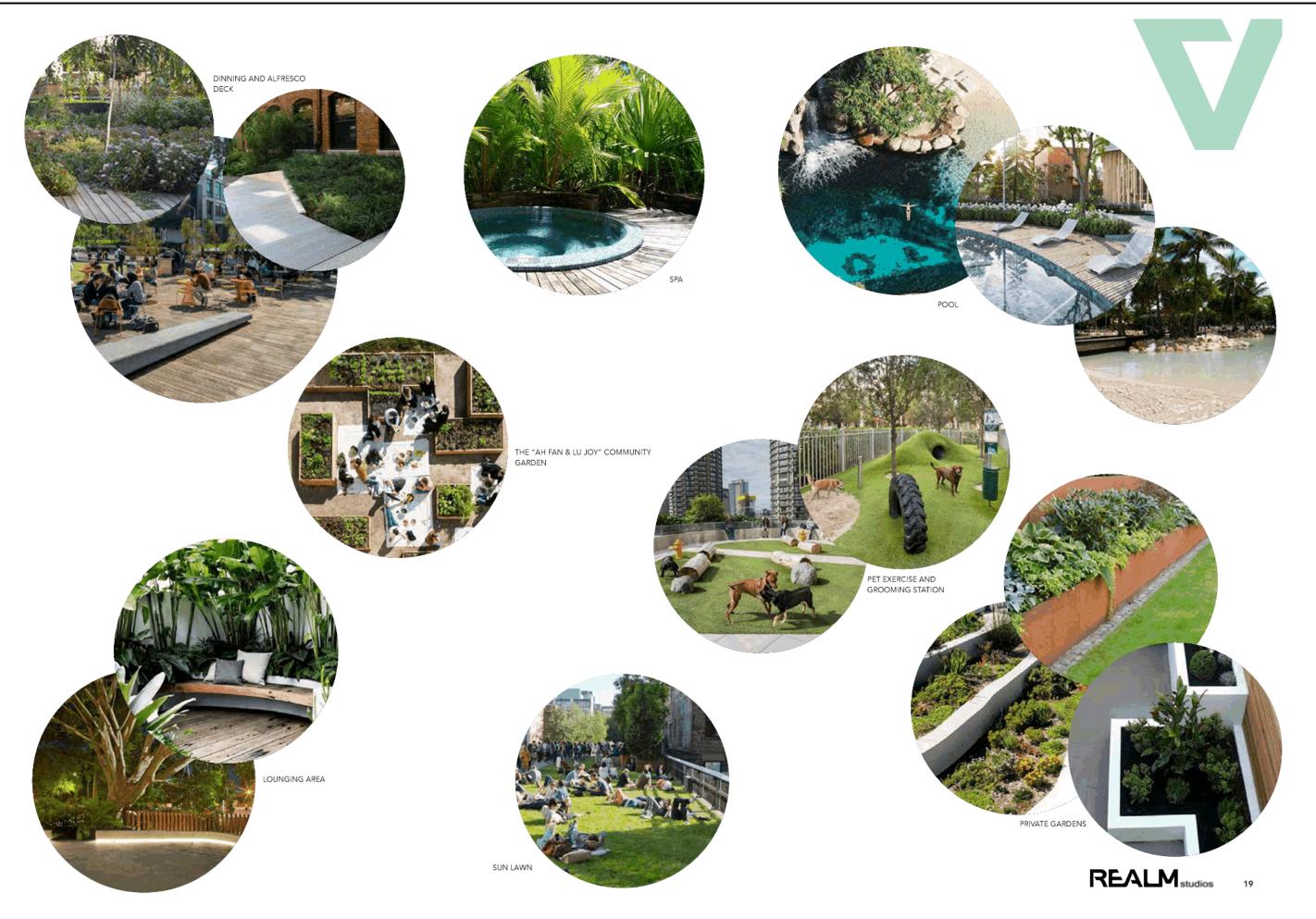












LEGEND

THE LAKE GEORGIANA SHORELINE
(ELEVATED DECK STRUCTURE)

BEACH SAND ON THE SHORES











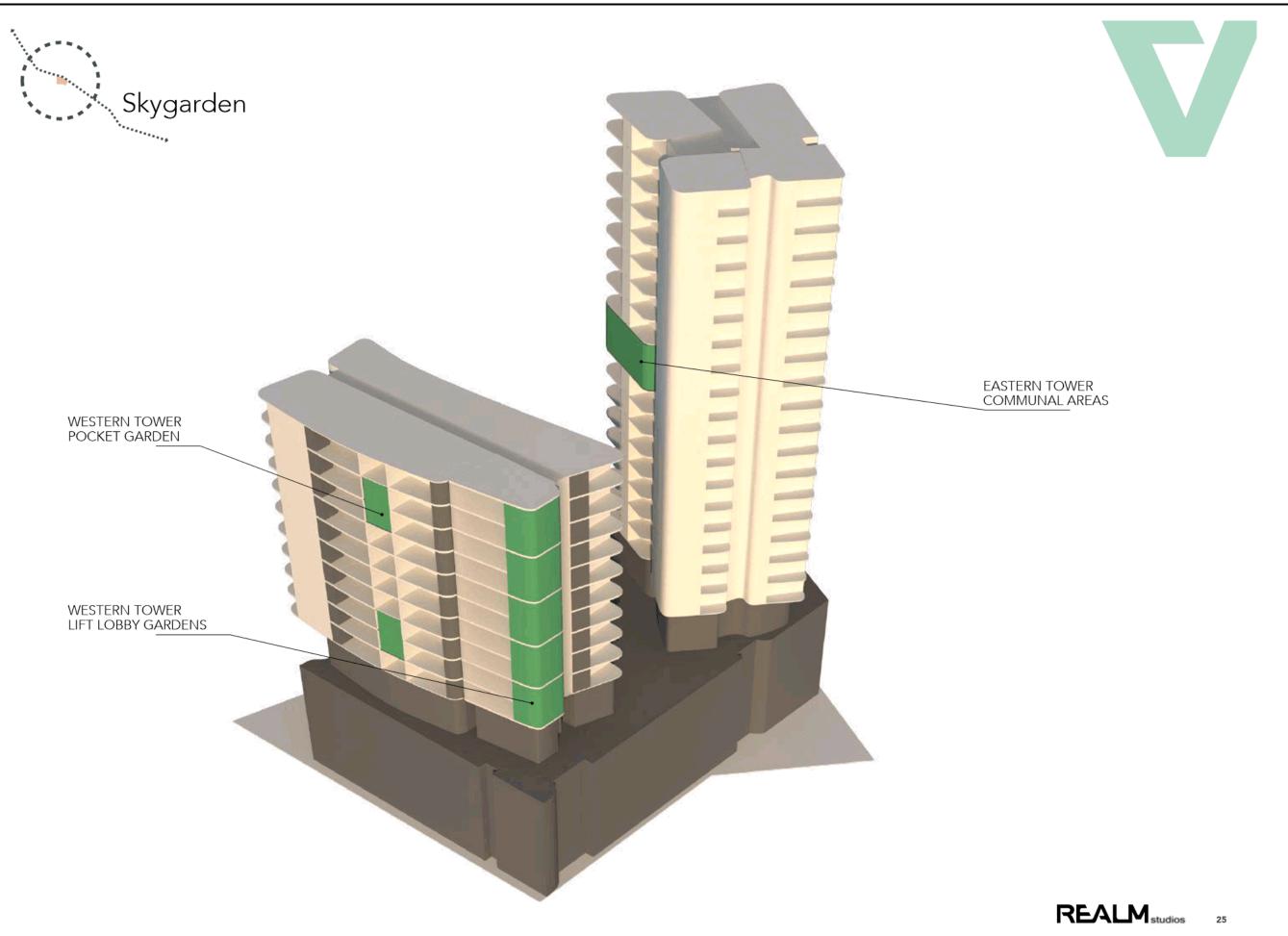






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LOW PLANTING



Conostylis aculeata Prickly Conostylis



Clivia miniata Fire Lily



Lomandra longifolia x conferti-folia subsp. pallida 'Lime Tuff' Lomandra 'Lime Tuff'



Scaevola nitida Shining Fanflower



Phormium cookianum 'Black Magic'



Eremophila glabra 'Kalbarri Carpet' Tar Bush

TREE



Melaleuca lanceolata Rottnest Teatree

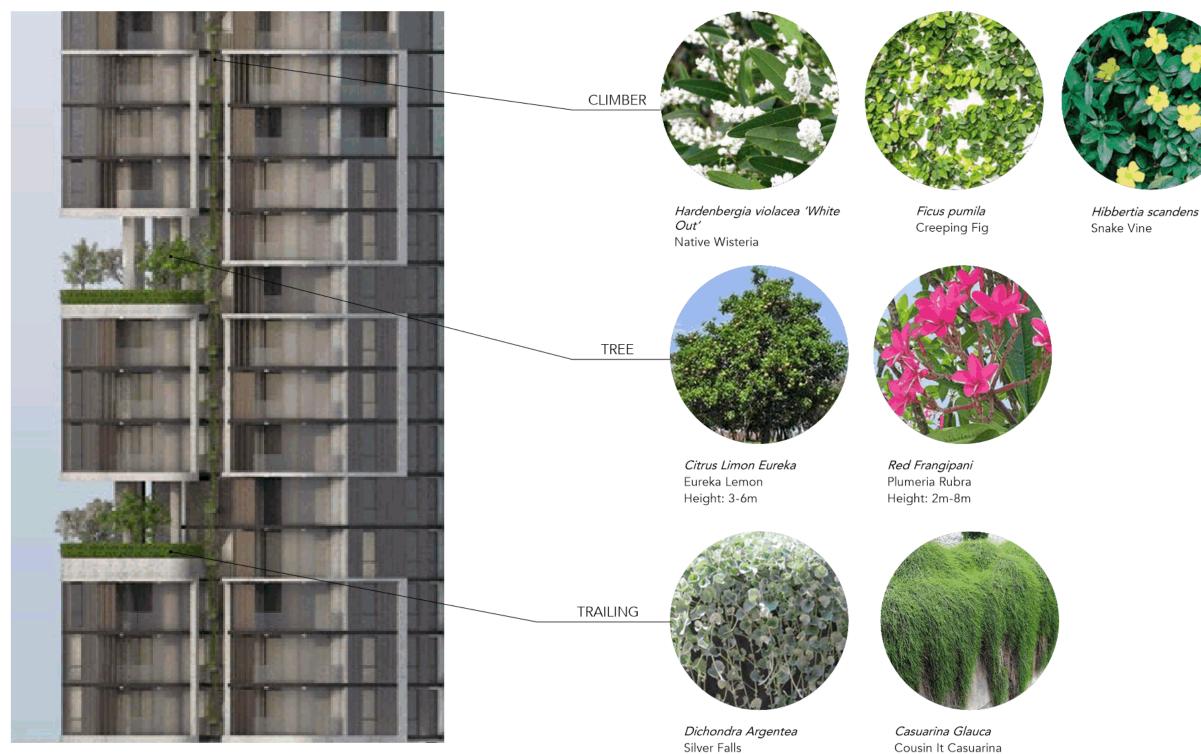


Melaleuca lanceolata Rottnest Teatree

12 OCTOBER 2021 ORDINARY COUNCIL MEETING







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REALM studios 27



Deep Soil Assessment

DESIGN WA DEEP SOIL AREA (DSA) MINIMUN REQUIREMENTS			
SITE AREA 4306 sqm			
REQUIRED DEEP SOIL PLANTING (7% site area)	430 sqm		

GROUND FLOOR DSA		
DEEP SOIL AREA	118 sqm	
PERMEABLE PAVING	23 sqm (20%)	
TOTAL	141 sqm	

THEREFORE WE REQUIRE 578 sqm OF PLANTING ON STRUCTURE				
PODIUM	550sqm (TURF EXCLUDED)			
BUILDING TO RENT LIFT LOBBY (L6, 8, 10, 12, 14)	28.2 sqm ea			
BUILDING TO RENT AMENITIES (L7, L13)	12 sqm ea			
BUILDING TO SELL AMENITIES AND POOL DECK (L9)	45.8 sqm			
BUILDING TO SELL AMENITIES (L15)	17.8			
TOTAL DEEP SOIL AREA	778 sqm			

DESIGN WA MINIMUN TREE REQUIREMENT				
NUMBERS FOR 4306sqm	5 LARGE OR 10 MEDIUM TREES			

GROUND FLOOR TREE PLANTING				
LARGE	2			
MEDIUM	5			

IN STRUCTURE TREE PLANTING (PODIUM AND OTHER)					
LARGE	0				
MEDIUM	30				
SMALL	42				
TOTAL TREES PROVIDED	2 LARGE 35 MEDIUM 42 SMALL				

FRAME COURT LANDSCAPE CONCEPT APRIL 2020

12 OCTOBER 2021 ORDINARY COUNCIL MEETING





CAD Code	Botanic Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (m)	Pot Size
	Native Trees					
BAN lit	Banksia littorailis	Swamp Banksia	10	8	6.4	100Lt
CUP ana	Cupaniopsis anarcardioides	Tuckeroo	8	7	5.6	100Lt
EUC tod	Eucalyptus todtiana	Coastal Blackbutt/Dwutta	6	5	4.0	100Lt
EUC vic	Eucalyptus victrix	Little Ghost Gum / Western Coolibah	7	5	4.0	100Lt
MEL lan	Melaleuca lanceolata	Rottnest Island Tea Tree	6	5	4.0	100Lt
MEL pre	Melaleuca preissiana	Modong, Moonah	10	5	4.0	100Lt
MEL qui	Melaleuca quinquinervia	Broaf Leaf Paperbark	10	8	6.4	90Lt
XAN pre	Xanthorrhoea preissii	Grass Tree / Balga	4	2	1.6	100Lt
	Exotic Trees					
DEL reg	Delonix regia	Poinciana	12	8	6.4	100Lt
GLE tsm	Gleditsia triacanthos 'Shademaster'	Honey Locust 'Shademaster'	8	8	6.4	100Lt
LAG ffc	Lagerstroemia fauriei 'Fantasy Crepe Mrytle'	Fantasy Crepe Myrtle	9	8	6.4	100Lt
SAP seb	Sapium sebiferum	Chinese Tallow	10	8	6.4	100Lt
	Australian Native Shrubs					
ACA sal	Acacia saligna	Coojong	7	5	4.0	130mm
ANI hum	Anigozanthos humilis	Cats Paw	0.5	0.5	0.4	130mm
BAN ble	Banksia blechnifolia	Groundcover Banksia	0.3	1.5	1.2	150mm
BAN niv	Banksia nivea	Couch Honeypot, Bulgalla	0.75	1	0.8	150mm
BEA ele	Beaufortia elegans	Elegant Beaufortia	0.8	1	0.8	170mm
CAL qlr	Calothamnus quadrifidus 'Little Ripper'	One Sided Bottlebrush	0.6	1	0.8	5Lt
ERE gkc	Eremophila glabra 'Kalbarri Carpet'	Tar Bush	0.2	2	1.6	150mm
GRE cri	Grevillea crithmifolia (prostate form)	Green carpet	0.5	3	2.4	150mm
MEL nes	Melaleuca nesophila 'Little Nessie'	Little Nessie	2	1.5	1.2	
OLE axi	Olearia axillaris	Little Smokie PBR	1	1	0.8	130mm
ORT lax	Orthrosanthus laxus	Morning Iris	0.4	0.5	0.4	130mm
PAT occ	Patersonia occidentalis	Native Iris/Komma	0.3	0.4	0.3	150mm
SCA nit	Scaevola nitida	Shining Fanflower	1	2	1.6	
TYP ori	Typha orientalis	Bulrush	2	1	0.8	
WES fab	Westringia fruticosa 'Aussie Box'	Westringia 'Aussie Box'	0.8	0.95	0.7	150mm
	Ferns					
ASP aus	Asplenium australasicum	Birds Nest Fern	0.8	1	0.8	170mm
BLE gib	Blechnum gibbum 'Silver Lady'	Silver Lady Fern	0.8	0.8	0.6	170mm
CYA coo	Cyathea cooperi	Lacey Tree Fern	4	3	2.4	100Lt
	Exotic Shrubs					
CLI min	Clivea miniata	Fire Lily	0.6	0.6	0.4	130mm
COR fna	Cordyline fruticosa 'Negra'	Cordyline Negra	2.5	1	0.8	5Lt
HEM Irw	Hemerocallis 'Li'l Red Wagon'	Li'l Red Wagon Daylily	0.5	0.5	0.4	130mm
LIR gig	Liriope gigantea 'Evergreen Giant'	Evergreen Giant Lilyturf	0.8	0.8	0.6	130mm
PHO cbm	Phormium cookianum 'Black Magic'		0.45	0.3	0.2	130mm
SYZ lue	Syzigium luehmannii 'Weeping Gem'	Lillypilly 'Cascade'	4	2	1.6	25Lt

CAD Code	Botanic Name	Common Name	Mature Height (m)	Mature Spread (m)	Spacing (m)	Pot Size
	Native Australian Ground Cover					
CAR app	Carex appressa	Tall Sedge	1.25	0.7	0.5	130mm
CAS gci	Casuarina glauca 'Cousin It'	Cousin It'/Prostrate Casuarina	0.15	1.2	0.9	130mm
CON acu	Conostylis aculeata	Prickly Conostylis	0.4	0.3	0.2	130mm
CON can	Conostylis candicans	Grey Cottonheads	0.3	0.3	0.2	130mm
DIA rev	Dianella revoluta	Blueberry Flax Lily	0.8	0.9	0.7	130mm
DIA rlr	Dianella revoluta 'Little Rev'	Little Rev	0.4	0.4	0.3	130mm
DIA tva	Dianella tasmanica 'Variegata'	Variegated Flax Lily	0.5	0.5	0.4	130mm
FIC nod	Ficinia nodosa	Knobbly Club Rush	0.8	0.4	0.3	130mm
GAH tri	Gahnia trifida	Coast Saw-sedge	0.7	0.7	0.5	150mm
GRE cgc	Grevillea crithmifolia prostrate 'Green Carpet'	Green Carpet	0.6	3	2.4	130mm
GRE the	Grevillea thelemanniana	Spider Net Grevillea	0.3	1.2	0.9	150mm
HAR vwo	Hardenbergia violacea 'White Out'	Native Wisteria	0.5	2	1.6	170mm
HEM pun	Hemiandra pungens	Snakebush	0.1	0.8	0.6	130mm
ISO nod	Isolepis nodosa see Ficinina nodosa	Nodding Club-rush	0.3	0.3	0.9	150mm
JUN kra	Juncus kraussii	Shore Rush	1	1	0.8	130mm
LOM Itf	Lomandra longifolia x confertifolia subsp. pallida 'Lime Tuff'	Lomandra 'Lime Tuff'	0.5	0.5	0.4	130mm
MYO ins	Myoporum insulare 'Coastal Carpet'	Coastal Carpet	0.2	1	0.8	130mm
POA lab	Poa labillardierei	Common Tussock Grass	1	1	0.8	130mm
SCA apf	Scaevola aemula 'Purple Fanfare'	Purple Fanfare	0.3	1	0.8	130mm
	Climber					
FIC pum	Ficus pumila	Creeping Fig	0.3	3	2.4	130- 200mm
	Native Climber					
HAR vps	Hardenbergia violacea 'Purple Spray'	Native Wisteria	1.5	1.5	1.2	
HIB sca	Hibbertia scandens	Snake Vine	4	5	4.0	130mm
PAN jld	Pandorea jasminoides 'Lady Di'	White Bower Vine	3	5	4.0	5Lt
	Succulents					
ALO idn	Aloe 'Ivory Dawn'	Aloe Ivory Dawn	0.8	1	0.8	5Lt
CRA ccf	Crassula capitella 'Campfire'	Campfire Crassula	0.3	1	0.8	140mm
ECH per	Echeveria 'Perle von Naurnberg'	Echeveria 'Perle von Nurnberg'	0.2	0.2	0.1	140mm
KAL tom	Kalanchoe tomentosa	Pussy Ears	0.2	0.3	0.2	
SED aut	Sedum 'Autumn Joy'	Sedum Autumn Joy	0.3	0.3	0.2	140mm
SED rub	Sedum rubrotinctum	Jelly Beans	0.1	0.3	0.2	140mm
SEN man	Senecio mandraliscae 'Dwarf'	Dwarf Blue Chalk Sticks	0.2	1	0.8	140mm
SEN rad	Senecio radicans	Fish Hook Succulent	0.2	0.4	0.3	140mm

REALM studios 29

Planting List



Banksia attenuata Candle Banksia/Blara



Cupaniopsis anarcardioides Tuckeroo



Eucalyptus sideroxylon rosea Red Flowering Ironbark



Lagerstroemia fauriei 'Fantasy Crepe Mrytle' Fantasy Crepe Myrtle



Acacia saligna Coojong



Beaufortia elegans Elegant Beaufortia



Eremophila glabra 'Kalbarri Carpet' Tar Bush



Clivia miniata Fire Lily



Liriope gigantea 'Evergreen Giant' Evergreen Giant Lilytur



Phormium cookianum 'Black Magic'

FRAME COURT

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Conostylis aculeata Prickly Conostylis



Scaevola nitida Shining Fanflower



Lomandra longifolia x conferti-folia subsp. pallida 'Lime Tuff' Lomandra 'Lime Tuff'



Ficus pumila Creeping Fig



Hardenbergia violacea 'White Out' Native Wisteria



Hibbertia scandens Snake Vine



Pandorea jasminoides 'Lady Di' White Bower Vine



Crassula capitella 'Campfire' Campfire Crassula

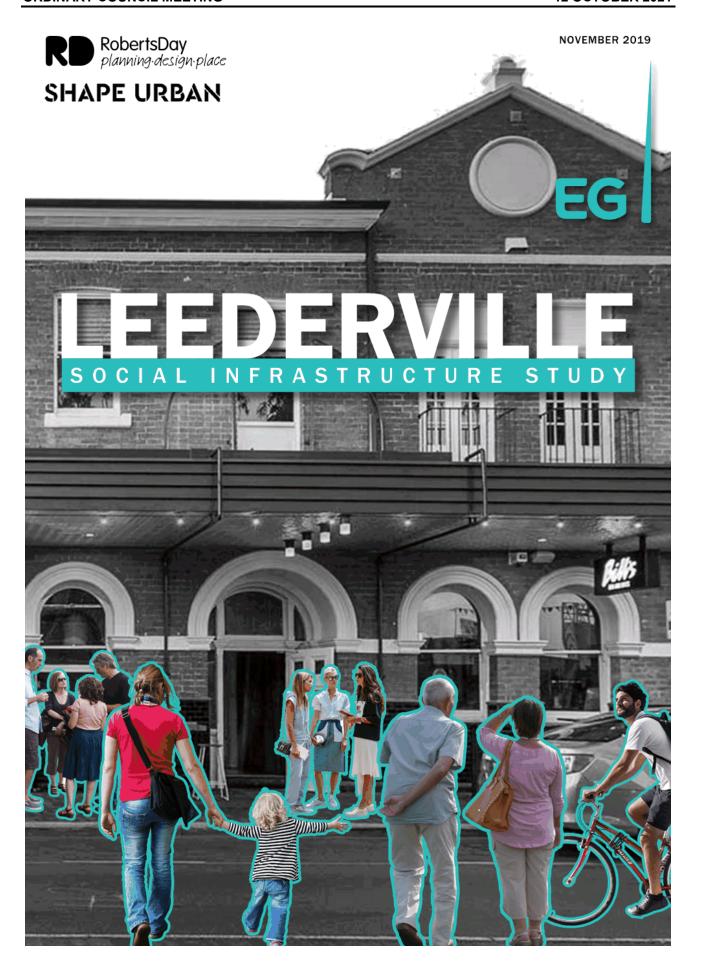


Kalanchoe tomentosa Pussy Ears



Senecio radicans Fish Hook Succulent

REALM studios 31



INTRODUCTION + PURPOSE

Leederville is a much-loved place in Perth that performs an important role for a wide variety of users including residents, workers and visitors. The importance of Leederville to its local community has been shown through the many ideas that have been generated to improve the area, through campaigns such as Imagine Vincent, the opening of the Village Square and most recently the ideas generated to inform the Leederville Activity Centre Plan.

The popularity and performance of Leederville, as well as its location in the context of Perth, has also seen an increase in development activity, particularly in the Town Centre, with new buildings adding residents and workers.

As this development activity continues to occur and Leederville evolves into the future, it is important that the things people love about Leederville are maintained and strengthened, and that new development helps to create an even better place, aligned with the vision and aspirations of its community.

To achieve this objective, this Social Infrastructure Study determines what may be required to make Leederville more loveable and aims to provide local community groups and the City of Vincent with:

- An evidence base to make informed decisions, track progress and hold valuable information of interest to property owners and investors;
- An assessment framework to prioritise what ideas add the most value; and
- A series of priority actions to negotiate with key stakeholders to determine the provision of social infrastructure and public benefit.

The study focusses on answering four key questions:

WHAT EXISTS TODAY?

Providing a data driven evidence base of the existing social infrastructure that contributes to the 'fine grain' nature of Leederville including: social and cultural uses, everyday land uses, the public realm / urban environment and spaces for events and celebrations;

WHO USES LEEDERVILLE AND HOW WILL THIS CHANGE IN THE FUTURE?

Providing an understanding of the existing user groups in the Leederville Town Centre, their key characteristics and how they might change in the future:

WHAT IS THE EXPERIENCE OF LEEDERVILLE, HOW DOES IT COMPARE AND WHAT'S MISSING?

Undertaking user experience mapping, and a gap analysis through a variety of methods including population benchmarks and case study comparisons; and

HOW WILL WE MAKE IT BETTER?

Introducing key themes, an assessment framework [refer supplementary Shape Urban Report at Appendix A] and identifying what social infrastructure is required to make Leederville more loveable.

We hope it provides a valuable resource and tool to create positive change in Leederville.

SOCIAL INFRASTRUCTURE IN LEEDERVILLE

Social infrastructure can be defined as the "interdependent mix of facilities, places, spaces, programs, projects, services and networks that maintain and improve the standard of living and quality of life in a community" (Department of Planning, 2012). It can include hard infrastructure (libraries, rec centres, youth spaces, parks) and soft infrastructure (events, community support programs, education) (Shape Urban, 2019)

But it is important to note that social infrastructure can mean different things to different people depending on their age, ethnicity, social-economic background, gender, background and priorities.

If we observe how people connect within and use Leederville, it happens in a wide variety of places. Children and students meet at the library, co-workers meet at the coffee shop, neighbours meet on the footpaths and in the parks, new arrivals meet at the community centre and we all come together during special events and occasions.

Social Infrastructure in Leederville therefore offers a unique mix of 'fine grain activity' – those things that happen inside a building [i.e traditional community building, commercial offerings and affordable accommodation] and 'fine grain fabric' [i.e. footpaths, public space, cycle paths, green infrastructure] – the social meeting places within our public realm.

Reflecting this diversity, a bespoke methodology has been utilised for this study, which offers a people and experience focussed understanding of social infrastructure in Leederville.

The study is focussed on the Leederville Town Centre, being the area that will change and evolve most in the future and a natural focus point for the introduction of new Social Infrastructure in Leederville. The town centre also provides the opportunity to build social infrastructure through working closely with key stakeholders and property owners.

METHODOLOGY

WHAT EXISTS TODAY?

PLACE AUDIT: BUILDING THE EVIDENCE BASE

MAP COMMUNITY FACILITIES

AUDIT EVERYDAY USES AUDIT PUBLIC REALM UNDERSTAND EVENTS + CELEBRATIONS

WHO USES LEEDERVILLE AND HOW WILL THIS CHANGE IN THE FUTURE?

PEOPLE: UNDERSTANDING OUR USERS

USER GROUPS + AUDIENCE DEFINITION

POPULATION FORECASTS

WHAT IS THE EXPERIENCE OF LEEDERVILLE, HOW DOES IT COMPARE AND WHAT'S MISSING?

EXPERIENCE AND GAP ANALYSIS: UNDERSTANDING WHAT IS MISSING

USER EXPERIENCE MAPPING

POPULATION METRICS

URBANITY INDEX

SWOT

HOW WILL WE MAKE IT BETTER?

EXPERIENCE AND GAP ANALYSIS: UNDERSTANDING WHAT IS MISSING

S ASSESSMENT FRAMEWORK

THEMES & INFRASTRUCTURE REQUIREMENTS

WHAT EXISTS TODAY?

COMMUNITY FACILITIES

"A lively city scene is lively largely by virtue of its enormous collection of small elements" Jane Jacobs

Leederville is the 'capital' of the City of Vincent and is therefore relatively well serviced by 'traditional' social infrastructure and community facilities of regional importance. These include the City of Vincent Library, Loftus Community Centre, Beatty Park, YMCA HQ, and education uses such as North Metro TAFE.

Through breaking these larger facilities into the activities and programming that happens within and around them, we can begin to understand the existing provision of key social infrastructure elements within identifiable sub-categories of education, leisure and recreation and arts and culture.

LEISURE + RECREATION

Loftus Recreation and Beatty Park provide opportunities for a large number of leisure and recreation uses. Due to their location, these activities are currently occurring on the outer edge of town, drawing a significant amount of energy, intensity and daily activity away from the Town Centre.

Smaller and equally important infrastructure such as playgrounds and skate parks are located at the southern end of the town, providing an anchor of activity adjacent to the train station that could be leveraged and strengthened for a wider variety of user groups.

EDUCATION

By virtue of the location of North Metro TAFE and SIDE, education uses dominate the area adjacent to the northern end of Oxford Street. Whilst generators of use and people diversity, the campus style land uses constrain activation at the northern section of Oxford Street and connections into the town centre, both north-south and east-west, and the infrastructure is only open to a particular audience.

CREATIVE

Due to the strong youth focus of programming within YMCA HQ, creative uses such as an art gallery, live music and coworking are located adjacent to the Leederville Train Station. Aside from the library, there appears to be an undersupply of arts and cultural facilities open to use by the broader population within the Leederville area.

LEISURE + RECREATION

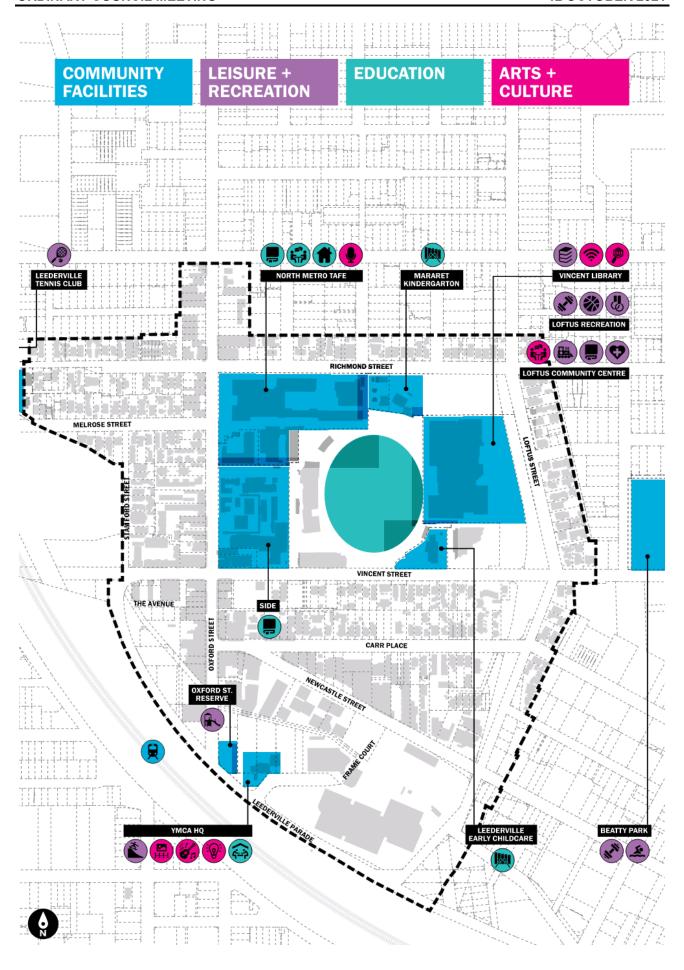
- Loftus Gvm
- Basketball Courts
- Soccer Pitch
- Gymnastics Facilities
- Group Fitness
- Pool, Sport Sauna
- Gym
- Skate Park
- Tennis Courts
- Playgrounds x 2

EDUCATION

- TAFE (Tertiary Education)
- Meeting Rooms x 2
- Kindergarton
- Side
- Early Childhood
- · Co-Working

ARTS + CULTURE

- · Recording Studio
- Library
- History Centre
- · Community Centre
- Art Gallery
- Creative Space
- Live Music Venue



WHAT EXISTS TODAY?

EVERYDAY USES

"We must examine some of the

workings of the city at the economic

level. That's what produces lively streets

and districts for city users"

Jane Jacobs

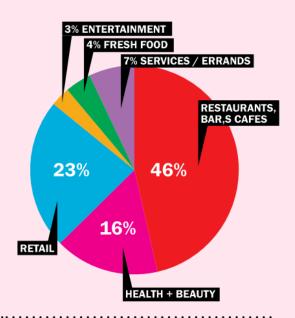
Leederville's "main street" is a much loved community asset and offers a wide variety of publicly accessible 'third' places allowing people to meet, shop and run their daily errands.

As our main street environments evolve, it is important to consider the overall mix of uses to ensure they continue to service the users of the centre and maintain a healthy balance. This is especially important as Perth's main streets are under increased pressure from retail disruption, increasing rents, gentrification processes and competition from growing regional shopping centres.

Through analysing and maintaining a database of main street uses in the town centre, we can begin to understand underlying economic dynamics, identify issues as they arise and work with future developments to ensure the mix and price points of leasable space facilitate diversity.

Through analysing the 114 publicly accessible tenancies within the Town Centre, the following key considerations were identified:

- The mix of restaurants, bars and cafes vs retail, fresh food and entertainment appears to more fully cater for visitors and office workers compared to residents. Shop / retail land uses have decreased from 18.9% of total floorspace in Leederville in 1990 to 9.3% in 2015 and other retail has reduced from 5.1% to 0.6% over the same time period. (Macroplan, 2019)
- Recent closures of long-time favourite retail outlets such as Oxford Street Books and Atlas Devine points to a changing dynamic of the role and function of the Leederville Town Centre:
- West Perth Creative Quarter [The Pickle District] lies on the doorstep of Leederville, in a part of the city that is less connected and offers less amenity than Leederville. These uses can become attractors in a Town Centre to assist visitation to retail and food and beverage operators but require affordable price points that may not be available in Leederville today.



7 VACANT TENANCIES

114
TENANCIES

15 CHAIN STORES

OVER
40% CONTRIBUTE TO NIGHT ECONOMY

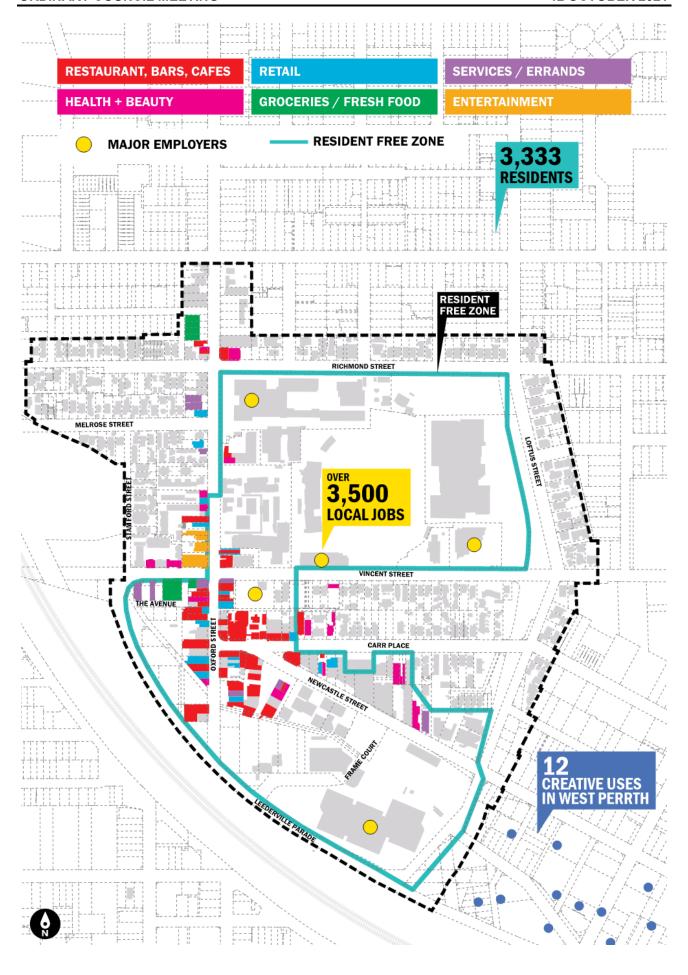
FEB 2019

\$32,800 PER ANNUM

AVERAGE LISTED RENT FOR RETAIL PROPERTY

[MACROPLAN, 2019]

*AUDIT UNDERTAKEN OCTOBER 2019



WHAT EXISTS TODAY?

PUBLIC REALM

"Use parks, squares and streets as part of the city fabric, use them to intensify and knit together complexity and use. They should not be used to island off different uses from each other" Jane Jacobs

The public realm connects the 'internal' social uses discussed in previous pages together, are free and able to be used by everyone, can become destinations, and, if designed well, are essential pieces of social infrastructure for the whole community.

A wide variety of spaces and systems have been analysed within Leederville including public transport stops, bike infrastructure, pedestrian networks, green spaces and urban spaces. Note: The quality of these spaces for various user groups is analysed in the following chapter.

Key findings include:





PEDESTRIAN NETWORK

Whilst a logical and quality system of paths exists within Leederville, it also has long street blocks with limited north south connections, and undefined east-west pedestrian connections through car parking areas and civic precincts. Certain areas such as Vincent, Loftus, Leederville Parade and the freeway overpass also do not offer a pleasant walking environment:



GREEN SPACE

Green infrastructure and natural areas in the centre are dispersed and generally located on the edge of town and are of varying quality. Due to the urban characteristics of the town centre, future focus could be directed towards the role of street trees, pocket parks, green roofs and permeable surfaces and how these could be integrated into the built environment;

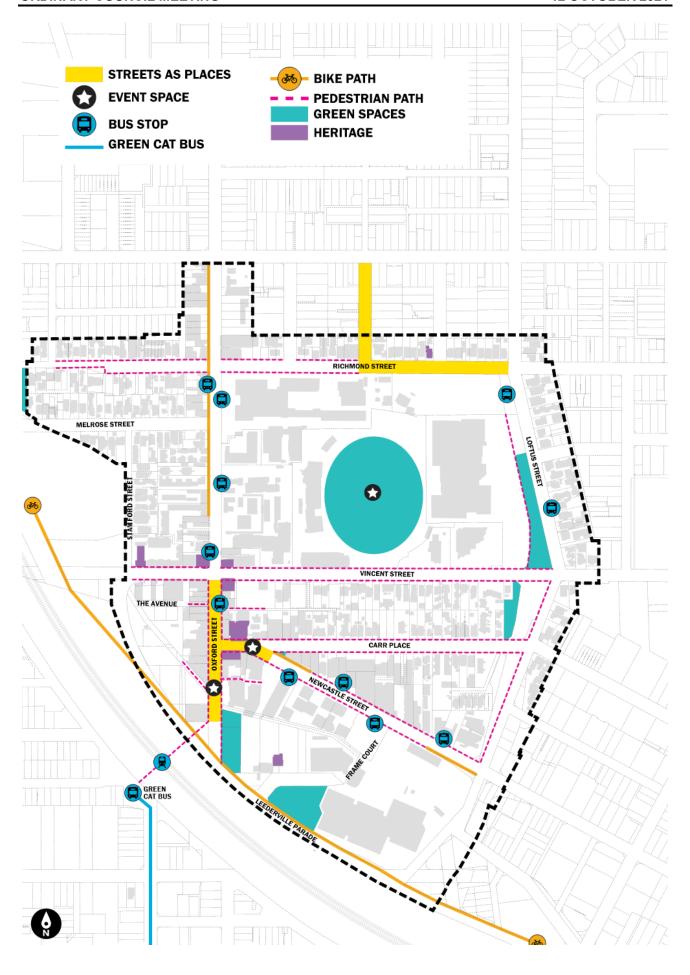


URBAN SPACE

Leederville has undergone a significant transformation in recent years introducing new plazas (such as the Leederville Town Square), low speed streets (such as the Village Square) and improved laneway connections (i.e. Kailis Lane). Could this DNA of Leederville be extended to other parts of the neighbourhood?

EVENT SPACE

Key entertainment uses in the town centre are programmed for events on a regular basis, including Babushka (Live Music), Luna Cinemas and YMCA (Live Music), whilst other spaces such as Leederville Oval and Closure of Oxford Street are used seasonally. The recent opening of the Village Square now allows for more regular events that have the potential to invite different types of people to the town.



WHO USES LEEDERVILLE AND HOW WILL THIS CHANGE IN THE FUTURE?

AUDIENCE DEFINITION

"FIRST LIFE, THEN SPACES, THEN BUILDINGS - THE OTHER WAY AROUND **NEVER WORKS" JAN GEHL**

Major land uses within Leederville have created four distinct user groups within the Town Centre including workers, residents, students and visitors. We need to consider how these groups might grow in the future to determine demand for different types of social infrastructure.

WORKERS

TODAY

[LAND USE + EMPLOYMENT SURVEY

STUDENTS

TOMORROW

[ABN EMPLOYEES]

VISITORS

SIGNIFICANT NUMBER OF EVENING + WEEKEND VISITORS

POTENTIAL GROWTH IN TOWN CENTRE CATCHMENT

2016

61,350

2026

ANNUALLY ATTEND NORTH METRO TAFE LEEDERVILLE

[COURSES INCLUDE COMMUNITY SERVICES, AGED CARE, MENTAL HEALTH, MUSIC + RECORDING]

WHO USES LEEDERVILLE AND HOW WILL THIS CHANGE IN THE FUTURE?

POPULATION FORECASTS

Residents will be the most significant growth area for Leederville in the future, with much of this growth expected to be accommodated through redevelopment in the town centre area. To understand what social infrastructure may be required, we need to understand the characteristics of the current residents and how this demographic may change in the future.

LEEDERVILLE **RESIDENTS** CURRENTLY...

YOUNGER [32 AVG MEDIAN AGE] [GREATER PERTH = 36]

LONE RANGERS [30% OF PEOPLE LIVE IN LONE HOUSEHOLDS] | IGREATER PERTH = 22%]

TRANSIENT (41% OF PEOPLE RENT IN LEEDERVILLE) [GREATER PERTH = 26%]

EDUCATED [46% OF PEOPLE HAVE A UNIVERSITY QUALIFICATION] IGREATER PERTH = 23%]

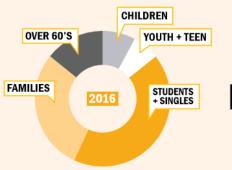
ANGLO TOP ANCESTRY GROUPS ENGLISH, AUSTRALIAN, IRISH, SCOTTISH 183% OF POPULATIONI

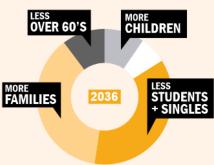
RESIDENTS

TODAY

TOMORROW (2036)

[FORECAST ID]





WHO USES LEEDERVILLE AND HOW WILL THIS CHANGE IN THE FUTURE?

USER GROUP DEFINITION

To get a better idea of the actual on the ground experience in Leederville we also need to break these larger groups down into more defined user groups. We can then start to understand how each separate element within the Town Centre works together to create an overall experience for people.

CHILDREN

YOUTH + TEEN

STUDENTS, SINGLES, YOUNG COUPLES







Aged between 0-9, this user group is expected to grow by proportion of population in the future. Types of social infrastructure they require may include safe and accessible streets for walking and cycling, childcare, schools, playgrounds, parks and libraries.



Aged between 10-19, this user group is expected to remain the same by proportion of population in the future. Types of social infrastructure they require may include skate parks, urban space, underage live music venues, good transport, wifi, cheap places to eat, libraries, safe places with lighting and good surveillance.



Aged between 20-34, this user group is expected to reduce by proportion of population in the future. Types of social infrastructure they require may include: bars, cafes, groceries, outdoor sports facilities, fashion stores, urban spaces, creative space, art, culture and coworking.

WORKERS

Aged between 20-65 but generally residing outside of Leederville, this user group is the broadest category in Leederville and is expected to grow in the future through the relocation of ABN. Types of social infrastructure they may require include coffee, cafes, co-working spaces, urban and green space, quality public transport, childcare, post office and



VISITORS

Any age and from anywhere, this user group comes to Leederville for special occasions, nights and weekends and events. Types of social infrastructure they may require includes, café for brunch, bars, restaurants, cinemas, event infrastructure, art galleries, urban space and unique events.



FAMILIES

Generally aged between 35 and 60 and with children varying in age, this user groups is expected to grow by proportion of population in the future. Types of social infrastructure they may require include free places, parks, urban space with play equipment, recreation centres, pools, libraries, grocery stores, schools and childcare.



OVER 60'S

Aged 60 and up, this user group is expected to by proportion of population in the future in Leedy. Types of social infrastructure they require include safe streets, crosswalks, cafes, clubs, recreation facilities, restaurants.

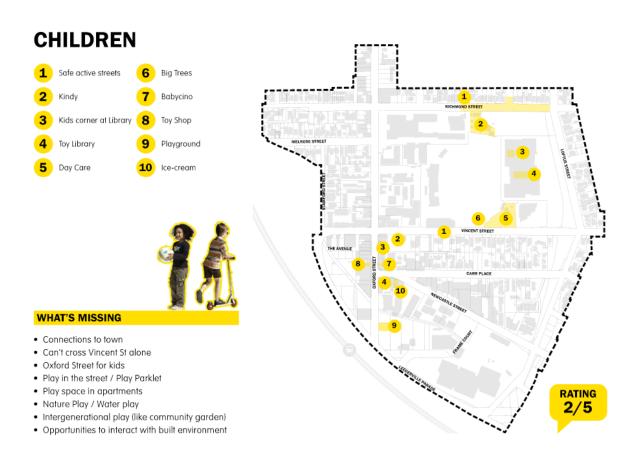


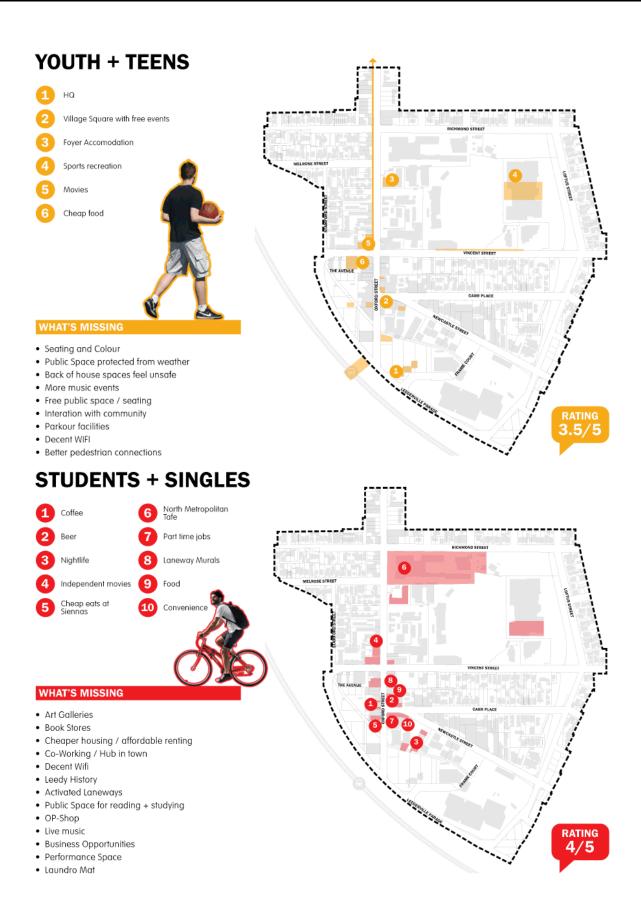
USER EXPERIENCE

"CITIES SUCCEED OR FAIL AT THE HUMAN SCALE... AND PLACES THRIVE WHEN USERS HAVE MANY REASONS TO BE THERE." PPS, 2018

While analysis of the physical structure and uses of Leederville is important to formulate a baseline to understand opportunities, constraints and track progress, it is essential to understand how these various parts come together to create a user experience for different sub-groups of the community.

The following mapping exercise puts all these elements together to better understand the experience of people within Leederville to help determine gaps in infrastructures for certain people.





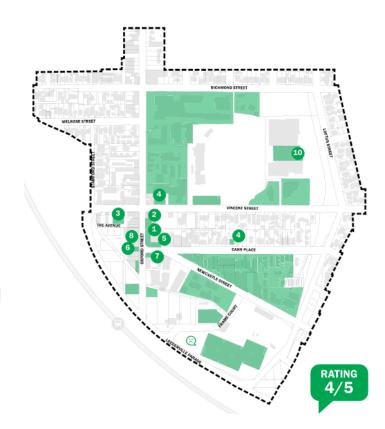
WORKERS

- 1 Coffee O'Clock
- 6 Buy a gift
- 2 Lunch Hour
- 7 Work Dinners
- Grocery Top-Up before leaving
- 8 Work from the shop
- 4 Pay the Bills
- 9 After work Yoga
- 5 Friday Drinks
- **10** Gym



WHAT'S MISSING

- Footpaths and Connections
- Childcare
- · Local Gyms
- · Green space for lunch
- Affordable housing to live local
- Doctors + dentists
- Quiet spaces



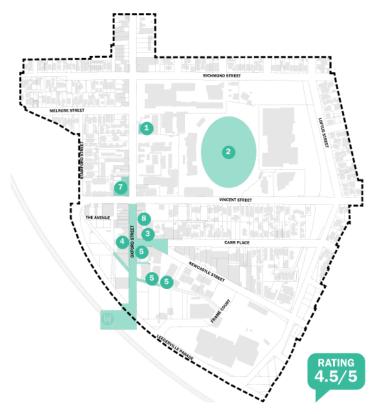
VISITORS

- 1 Brunch
- 5 Dinner at Pinchos
- 2 Football
- 6 Nightlife
- 3 Bars
- Movies
- Coffee at Greens & Co.
- 8 The Vibe



WHAT'S MISSING

- Art Gallery
- Free events
- Public Space / Public Art
- After hours retail
- Performance Space



Item 9.2- Attachment 8

FAMILIES

- 1 Library
- 6 Places to sit
- 2 Community Centre
- 7 Special occassions
- 3 Pre-School
- 8 Gym + Gymnastics
- 4 Safe active streets
- 9 Sports



WHAT'S MISSING

- Walking the dog / Dog friendly spaces
- Doctors, Dentist, Childcare
- Better connections without car
- Parks + Trees
- · Grocery Stores (Weekly shop)
- Free spaces
- · Community gardens
- · Meeting rooms in town
- Affordable housing
- · Family friendly apartments

THE AVENUE OF THE TOTAL STREET OF THE AVENUE OF THE AVENUE

ELDERLY

- Eat at the old favourites
- 5 Community Centre
- 2 Banking
- 6 Library

Fresh Food

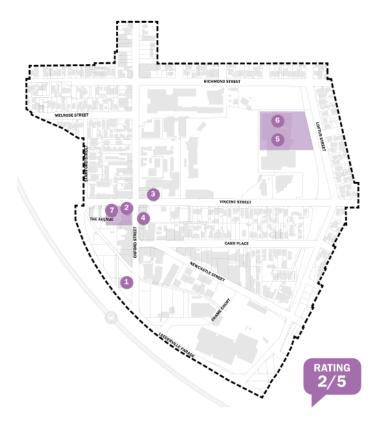
- 3 Posting + Bills
- 4 Coffee





WHAT'S MISSING

- Intergenerational opportunities
- Safe + access
- Sports
- · Apartments to downsize in
- Health Care
- Seating
- Trees



POPULATION BASED METRICS

The standard approach to planning for the provision of social infrastructure uses population-based benchmarking to derive a level of service for various infrastructure required for growing communities. It focusses on more traditional and generally district level services and has a primary focus on residential populations.

The table below uses a series of these benchmarks derived from literature and policy to determine the existing level of service in Leederville. The relevance of these metrics does however need to be considered in the context of a highintensity mixed use centre such as Leederville, which services a range of users not just residents and should therefore be determined using the full range of methods within this section

	TYPE OF FACILITY	LEEDERVILLE PROVISION	LEVEL	RESIDENTS BENCHMARK	FUTURE REQUIREMENT
	Aquatic + Leisure Centre	Beatty Park	District	75,000	Not required
	Skate BMX Park	YMCA / Brittania Reserve	District	25,000	Not required
	Indoor recreation centre	Loftus Recreation	District	50,000	Not required
	Regional sports facilities	Brittania Reserve	District	25,000	Not required
	Clubs room	Brittania Reserve	District	25,000	Not required
	Sports ovals	Brittania Reserve	District	25,000	Not required
	Tennis Courts	Leederville Tennis Club	District	50,000	Not required
	Play spaces	Oxford Street Reserve / Keith Frame Reserve	Local	5,000	Potentially Required
₫	Neighbourhood Parks	Oxford Street Reserve	Local	5,000	Potentially Required
RECREATION	Men's Shed	N/A	Local	10,000	Required
5	Community Garden	N/A	Local	10,000	Required
~	Community Centre	Loftus Community Centre	District	25,000	Not required
끭	Community Hub	N/A	Local	5,000	Required
LEISUR	Meeting Rooms	Loftus Community Centre	Local	5,000	Potentially required
=		Foyer			
	Primary Schools	Aranmore Primary	Local	3,600	Potentially required
Z.	Secondary schools	Aranmore College	District	15,600	Not required
EDUCATION	TAFE	North Metro	Regional	100,000	Not required
9	Childcare	Leederville Early Childhood	Local	4,000	Potentially required
8	After hours care	Aranmore	Local	4,000	Potentially required
	Library	Vincent Library	District	30,000	Not required
ш	Arts + cultural centre // studio	N/A	Local /	10,000	Required
ž	space		District		
CULTURE	Museum	Vincent History Centre	District	30,000	Not required
+	Performing arts and theatre	N/A	District	30,000	Required
ARTS	Civic centre	City of Vincent	Regional	100,000	Not required
¥	Gallery Space	YMCA	Local	10,000	Potentially required

*Catchment Levels

- District: 25-75,000 residents
- Regional: 75,000+ residents

(As defined in Draft SPP 3.6)

*The following Policies and Strategies were reviewed to derive the abovementioned population benchmarks:

- Local/neighbourhood: 5-15,000 residents
 Guide to Social Infrastructure Planning 2009
 - Draft State Planning Policy 3.6 Infrastructure Contributions Guidelines 2019
 - Town of Victoria Park Social Infrastructure Plan, 2017
 - Sydenham to Bankstown Social Infrastructure Study, 2015
 - · City of Charles Sturt Service Planning Model, 2011
 - · South East Queensland Social Infrastructure Planning Implementation Guideline, 2005

URBANITY INDEX

Given the importance of Oxford Street to the look, feel and vibe of Leederville, it is important to understand and measure how it is servicing the community and what might need to change in the future to respond to changing demographics and underlying economic conditions.

Research has been undertaken into precedent inner urban neighbourhoods within Perth and around Australia, which have a similar population density and activity centre status to what is envisioned in Leederville in the future [i.e. 5,539ppl; 37ppl/ha; secondary centre]. Analysis of a 'big box' shopping centre was then undertaken to understand use composition in a more managed and controlled setting.

These precedent neighbourhoods were then used to develop an Urbanity Index – an analysis of the number of restaurants, bars and cafes; groceries; art and entertainment facilities and health and beauty services within each case study area. This analysis highlights differences in the composition of uses in our main street environments and may indicate the following in relation to Leederville:

- The potential undersupply of retail space;
- The reduced role of main streets in providing services and undertaking errands compared to shopping centres;
- The key experiential food and beverage point of difference:
- The difficulty in attracting and maintaining entertainment uses across all centres; and
- The increasing role of health, beauty and general wellness in main street environments.

The analysis provides a gauge for an equitable distribution of retail and other amenities within Leederville and an understanding of how the provision of retail and amenities may need to evolve in the future as the number of residents increases.

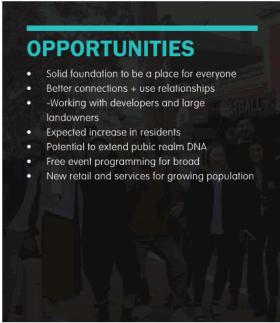


SWOT ANALYSIS

Through an understanding of what currently exists, how this is experienced by the local community, gap analysis and benchmarking, we can begin to understand the overall performance of Leederville and its relative strengths, weaknesses, opportunities and threats. This SWOT analysis helps to summarise the findings from previous sections and formulate key areas of influence and opportunities to focus on when formulating strategies.



WEAKNESSES Large social infrastructure on the periphery drawing energy away from Town Centre Limited arts and cultural Infrastructure Limited green infrastructure Lacks safe connections from social infrastructure to town centre core Car dominated environments including Vincent Street + car parks Lack of "Local" Social Infrastructure Not designed to be "Kid Friendly" Limited space for quiet reflection Back of house spaces





HOW WILL WE MAKE IT BETTER?

ASSESSMENT FRAMEWORK

THE LOCAL LENS

The analysis of current gaps and the long list of ideas that the community has generated in the past, through projects such as Imagine Vincent and the Leederville Activity Centre Plan, demonstrates that there is no shortage of great ideas to make Leederville better. What has been missing however has been an assessment framework to help define the projects or programs that will deliver the greatest public benefit, based on the values of the existing community and considering what already exists and what is needed in the area.

Shape Urban coordinated a series of workshops to help cocreate a new decision-making tool that can be used by the local community [refer Appendix A]. The tool is based on a multi criteria analysis approach, allowing complex decision making to occur where a number of criteria are important and trade-offs need to be considered.

The tool allows various ideas to be scored and weighted against community generated values, with the highest score (that best achieves the majority of the community's values) being identified as the preferred project or program, which will deliver the most beneficial outcomes for the community.

Through the workshop, six key criteria were established by the community participants:

01 WELL-BEING OF PLACE AND PEOPLE

We embrace regenerative environmental design and promote mental health of our people.

02 FUN

A community that embraces and encourages independent thinking, culture and identity. Through our pride and creative spirit our city is accessible, diverse (intuitive) and progressive.

03 EVERYONE'S INVITED

Fostering diversity to encourage a sense of place and showing community makes Leederville an attractive and accessible place for everyone.

04 PEOPLE-CENTRED PLACE

(The idea) supports the needs of all* people at all times. It supports safety, universal accessibility, freedom, and connection. Everyone feels welcome. Fosters a positive human experience

05 LOCAL AND DIVERSE ECONOMY

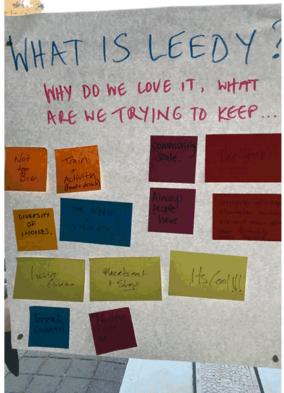
(The idea) creates and promotes opportunities for a local and grassroots economy that reflects and draws on the strengths of the community.

06 RE-IMAGINING LEEDERVILLE

Building new experiences from local character and/or different perspectives.













HOW WILL WE MAKE IT BETTER?

SIX KEY PRINCIPLES

Through the detailed analysis outlined within this report, six key principles have been identified that are representative of the opportunities, improvements and potential focus areas for Leederville in the future.

The principles to are intended to used as a framework to ensure social infrastructure items and ideas (identified on the following page) respond to existing urban context and the data represented within this report. The principles also provide a mission statement to streamline energy and investment, ensuring that decision making by all key stakeholders,

including Local Government, private investors and community groups, is co-ordinated and focussed to make Leederville an even better place to live, work and visit in the future.

The information below provides a summary of the principles and the associated issues and opportunities within Leederville.

GREEN + BLUE | UNCOVERING AND RE-CREATING LEEDERVILLE'S NATURAL HISTORY

Leederville is currently a highly urban area, with an activated main street environment, diverse uses, transport accessibility, noise and action. But Leederville also currently lacks green space and access to the natural environment, reflecting its wetland history. Through being creative in how we use our urban space, green infrastructure could be added in the future, increasing amenity and providing spaces to connect such as parks, green roofs, and community gardens.



CULTURAL + LOCAL | BECOMING A CREATIVE HUB ON THE CITY'S DOORSTEP

Leederville is well served by district level community infrastructure providing a range of places to a broad cross section of the community. The analysis has however identified gaps in the provision of arts and cultural space, and smaller scale, local infrastructure for residents. With a diverse population, good transport connections, and a number of creative industries such as media, film and television business located in the town centre, new spaces should focus on being multi-functional and providing space to meet, connect and co-create.



CONNECTIONS + SPACES | CREATING NEW NETWORKS OF PLACES FOR PEOPLE

Leederville has strengthened its public realm in recent years, with new spaces such as Oxford Street Reserve, the Village Square and Parklets. However, Town Centre still has a number of 'back of house' areas, where traffic and car parking dominates, pedestrian networks become undefined and connections to key destinations [particularly for children and the elderly] is difficult. New forms of mobility to help to reduce impact of car parking, north south connections to break up block lengths and new programmable public plazas and squares are important for residents and visitors.



AFFORDABLE + ACCESSIBLE | MAINTAINING DIVERSITY + INTEREST

Leederville has a history of having a diverse and welcoming population and an interesting mix of businesses and facilities attracting a broad cross section of the community. Due to its close proximity to the city, the area has become highly attractive to the middle and upper class and cost of real estate and rental space for businesses have been increasing. To ensure Leederville retains its alternative soul, focus should be directed to providing affordable spaces of all types, allowing a range of uses and users to continue to be attracted to the Town Centre.



EVENTS + PROGRAMMING | CELEBRATING DIVERSITY + UNIQUENESS

Events in the Town Centre have the potential to attract a diverse range of people to Leederville and offer opportunities for different people to interact and build connections. With new spaces being created, effort should focus on how these spaces can be programmed with different types of events and celebrations in the future, and sustainable funding mechanisms and a governance structure should be established to allow this to occur.



PLACES FOR EVERYONE | SUPPORTING THE WHOLE COMMUNITY

Leederville performs well and provides a diverse range of spaces and services. But the Town Centre in particularly performs best for visitors and workers. As the population evolves, effort needs to be directed to other demographics that are often overlooked in our Town Centre planning processes. Spaces for children, homelessness services, multigenerational housing and aging in place should be key priority.



HOW WILL WE MAKE IT BETTER?

SOCIAL INFRASTRUCTURE TO MAKE LEEDERVILLE MORE LOVEABLE

A list of social infrastructure items required within Leederville is identified opposite, grouped under the six key themes explained on the previous page. The list has been scored and weighted in collaboration with the community using Shape Urban's community decision making tool. The higher rated items will deliver the most beneficial outcomes and are most aligned to the community's values and aspirations.

The list provides an opportunity to work with key stakeholders within Leederville, including major landowners, developers and government agencies, to deliver improvements to the Town Centre over time. The improvements may be delivered in a variety of ways, from smaller scale community led projects funded through grants and sponsorships through to large scale redevelopment proposals.

The list is not intended to be exhaustive or static - it may change over time as Leederville and its user profile evolves. In this sense, the community's Social Infrastructure Decision Making Tool becomes critically important to ensure the relevance and need for the social infrastructure being proposed.

It is also important to note that just because an idea does not initially achieve a high score using the Community's Decision-Making Tool, does not mean it is not an idea worthy of implementation. Concepts and ideas should evolve in response to the community's criteria.

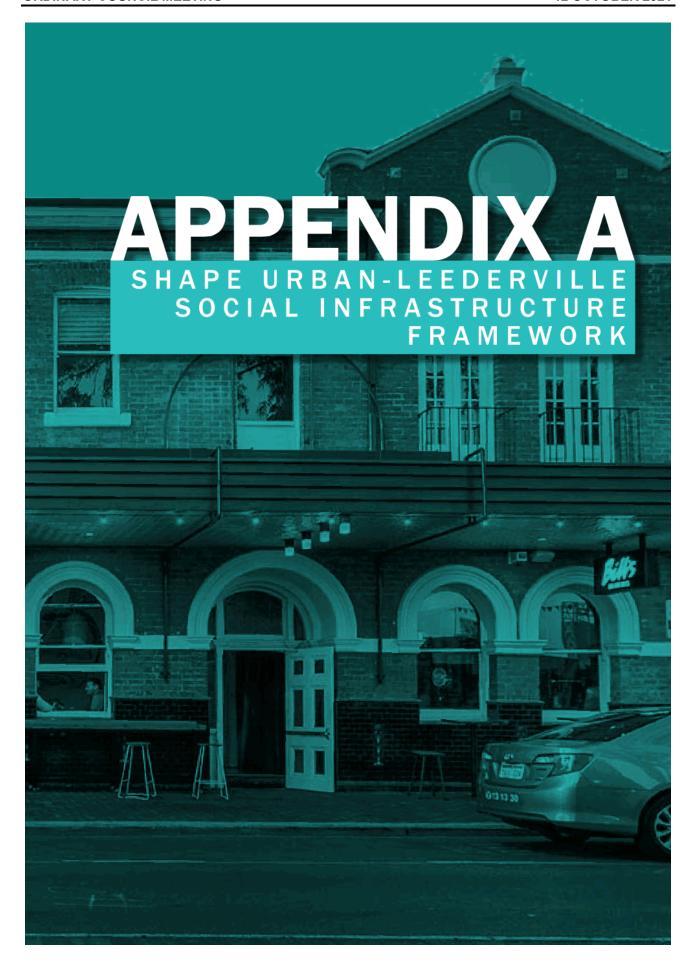
Any future social infrastructure proposal should therefore be reviewed against the context provided within this report, scored and weighted using the Decisions Making Tool in collaboration with the community and refined to ensure it achieves the highest possible community benefit and social

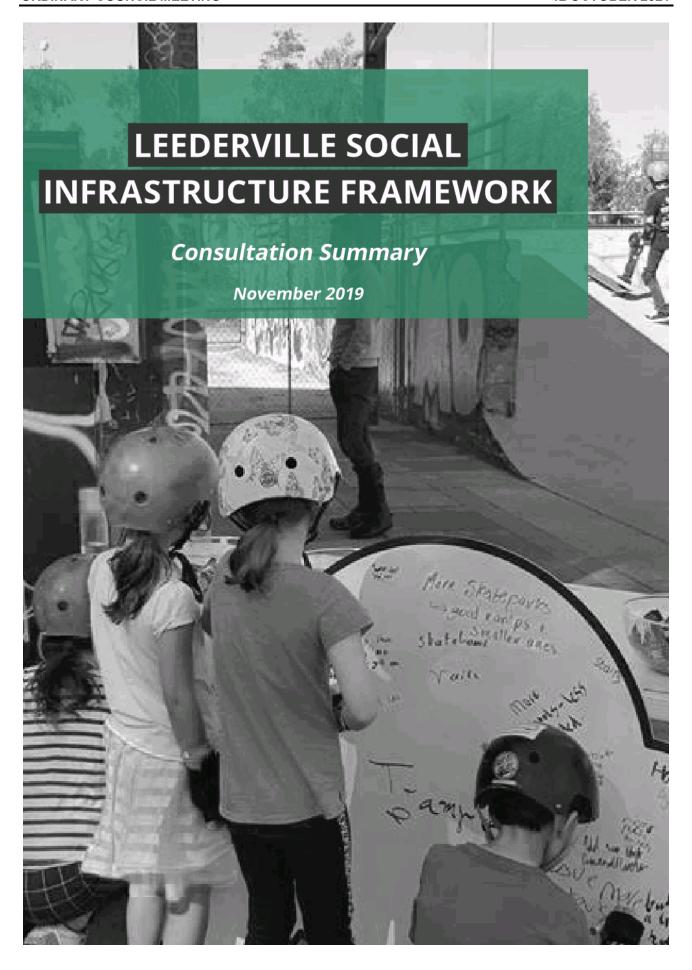


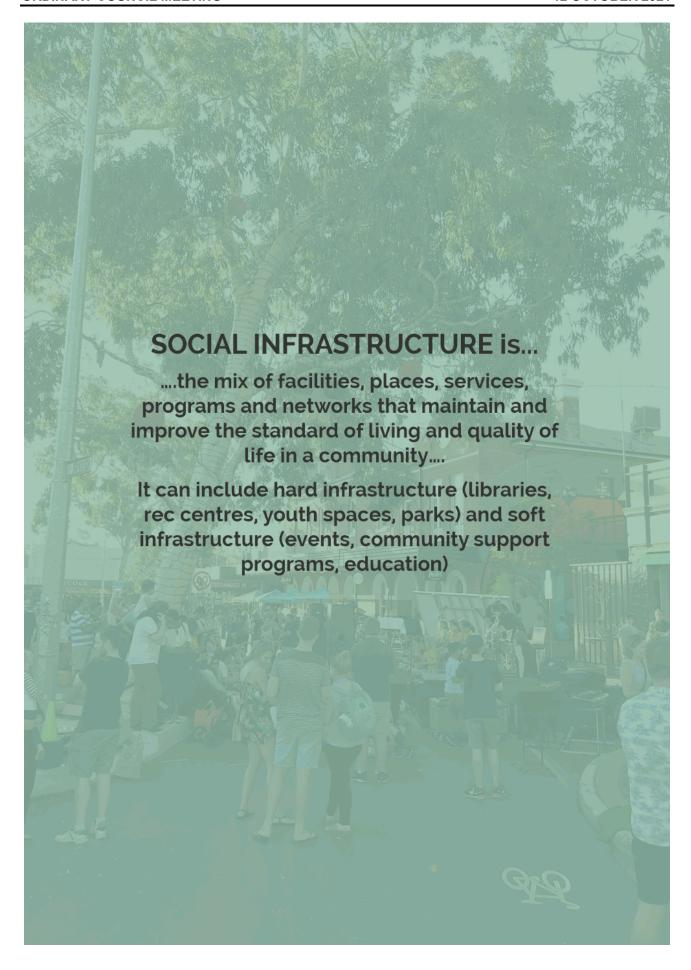
OCIAL INFRASTRUCTURE ITEM	COMMUNITY ASSESSMENT						COMMUNITY VALUE		
	WELLBEING OF PLACE + PEOPLE	FUN	EVERYONE'S INVITED	PEOPLE CENTRED PLACE	LOCAL + DIVERSE ECONOMY	RE-IMAGINING LEEDERVILLE		SCOR	
Green Corridors	5	5	5	5	3	5	****	48.00	
Community garden/orchard	4.5	4.5	5	5	2.5	4		44.50	
Friday street closure	4	5	4	4.5	4	4		43.25	
Playgrounds	4.5	4.5	5	4	2.5	3	****	41.25	
Affordable housing	4	3	5	5	3.5	4		40.50	
Flexible art gallery / event space	4	4	4	4	4	4.5		40.25	
Pedestrian networks	4.5	4	4	4	3	4	****	39.93	
Public space/park	4	4	5	5	2	3	****	39.90	
Artist studios / residents programmes	4.5	4	3	4	4	4.5	***	39.93	
Bike share	5	4.5	3.5	3	3	4	****	39.78	
Protected Bike Lanes	5	4	4	3.5	2	4	****	39.10	
Bike parking spaces	5	4	3.5	3.5	2	4	***	38.20	
Local food series	4	4	3	3	4	4	***	36.70	
Local live band concerts	4	4	3	3	4	4	***	36.70	
Co-Housing	3.5	4	4	3	3	4	***	36.18	
Child Care	4	3.5	3	4	3.5	3	***	35.75	
Homelessness services	4	2.5	4	4.5	2.5	3.5	***	35.25	
Toilet and shower facilities	4	2.5	4	4.5	2.5	3	***	34.58	
Signage – directional and precinct information	4	3	4	4	3	2	***	34.55	
Power for events/activation	4	4	3	3	3	3	***	34.50	
Bike / skate fix workshop	4.5	3	3.5	3	2	4	***	34.08	
Public podiums	4	3.5	3	3	2.5	3.5	****	33.28	
Painting Wall	4	3.5	3	3	2.5	3.5	***	32.18	
Everyday uses / amenity destinations such as gyms	3	3	3	3	4	3.5	***	31.25	
Green roofs, walls and podiums	4	4	3	2	2	2	***	30.80	
Energy and water precinct (e.g. Frame Court car park)	5	2	2	3	3	5	***	30.20	
Decorative lighting	3	3	2	4	2	3	***	28.5	
Rooftop Cinema	3.5	3	2	3	2.5	2	***	27.73	
Housing	3	1	2	3	4.5	2	•••	24.50	
Co-working	1	3	2.5	2	4	3.5	•••	23.75	
Innovative building techniques	2	2	2	2	3	5	***	24.20	
Retail start-up / incubator space	1	2	2.5	2	4	3.5	•••	22.55	

ADDITIONAL ITEMS NOT YET SCORED BY THE COMMNITY

SO	CIAL INFRASTRUCTURE ITEM	сомм	UNITY	ASSES	SMENT			COMMUNITY VALUE
		WELLBEING OF PLACE +	FUN	EVERYONE'S INVITED	PEOPLE CENTRED	LOCAL + DIVERSE	RE-IMAGINING LEEDERVILLE	SCORE
	New / improved park to ensure future residents have access to green amenity							
	Street trees + permeable surfaces							
	Community hub in the town centre							
	Tool share / library of things / Men's shed							
	Theatre / performance space							
	New pedestrian connections to break up blocks / precincts							
	New activated streets and laneways to formalise movement							
	Urban plazas in redevelopment precincts							
	Improved pedestrian crossings at key intersections and entry points							
	Secondary streets and laneways for lower cost rental space i.e. op shop, laundromat, childcare, healthcare etc.							
	'Event' mode infrastructure – power, water, stage requirements							
	Signs and trails to encourage 'everyday' events – art trails and dog walking routes							
	Multi-purpose design of bars, cafes, gallery space for events and gathering							
	Outdoor performance stage to bring action to the street							
	Play streets and elements for children							
	Accessible and inclusive design for new plazas and streets							
	Multigenerational housing and aging in place services							
	Seating, shelter, lighting and public space design for youth and elderly							







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INTRODUCTION

There are a lot of ideas or initiatives around about what is needed in Leederville to make it amazing, and it is time to begin measuring which ones of these will bring most benefit to the area.

This social infrastructure framework is being developed in conjunction with passionate community members and businesses in the area.

The framework will help to define the projects or programs that will deliver the greatest possible benefit, based on the values of the existing community and considering what already exists and what is needed in the area.

This short summary report documents the outcomes of the social infrastructure workshops that will lead into the development of the final social infrastructure framework.

Workshop 1 asked the participants to define the benefits being sought and establish the criteria for assessing projects or programs.

Supportive Physical Environment

Human

Services

Workshop 2 asked the participants to measure the initiatives to identify what projects or programs will have the most benefit.

Why is the Framework Important?

International research indicates that social infrastructure provides the essential resources that support individual and community wellbeing, which in turn influences satisfaction with the local community and contributes to an overall sense of liveability. These factors result in improve physical and mental health outcomes, and there is growing evidence that social infrastructure has an economic benefit as well.

Social infrastructure provides for the basic human needs in any society. A useful graphic in considering the importance of social infrastructure is shown in Figure 1 below. The diagram illustrates how all social infrastructure elements interrelate to deliver strong, supportive communities.

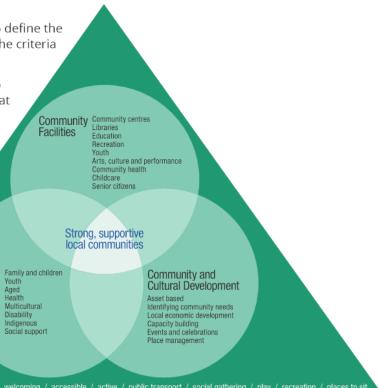


Figure 1 - Implementation Guide; Planning for Social Infrastructure and Community Services for Urban Growth Areas 2012. Local Government Association of South Australia.

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PROCESS

Multi-Criteria Analysis

Multi criteria analysis (MCA) is a decision making tool used across the world to consider complex decision making where a number of criteria are important, and the best case scenario requires making a number of trade-offs.

MCA is the basic method being employed to assess social infrastructure projects and programs against each other - essentially allowing for a ranking or prioritisation of various ideas.

Criteria and measures were determined by the participants at Workshop 1 under six criteria. Projects and initiatives were then assessed against these criteria at Workshop 2.

The ideas with the highest score (that best achieves the majority of the community's values) is the preferred option.

The scoring process is illustrated in Figure 2 below.

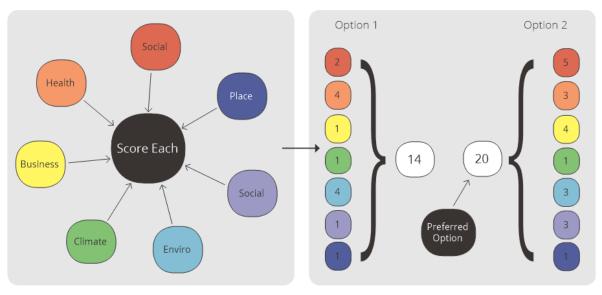


Figure 2 - An illustration of how multi-criteria analysis works

Item 9.2- Attachment 8

OUTCOMES - WORKSHOP 1

The initial workshop 1 was held on Thursday 19 September 2019.

20 participants self-selected to three groups and were invited to consider initial ideas and concepts which had previously been identified to enhance Leederville's unique sense of place.

Participants were invited to consider what outcome would be achieved by the various ideas, e.g. street parties could result in a more connected community, bringing people into Leederville and improving business viability.

These 'outcomes' were displayed on post-it notes and the project team sorted them into broad themes. The themed ideas were redistributed to the groups to reimagine into criteria. The themes were re-examined to further define common thoughts and ideas before formalising into key criteria.

Six criteria were identified from the themes.

- 1. People-Centred Place
- 2. Re-Imagining Leederville
- 3. Local and Diverse Economy
- 4. Everyone's invited
- 5. Well-being of Place and People
- 6. Fun

Participants provided a statement that described the criteria and provided initial thoughts on how the criteria could be manifested. Those statements, and suggested outcomes of achieving the criteria, are described in the following sections.

1. A People-Centred Place

'All people and pets great and small'

(The idea) supports the needs of all* people at all times. It supports safety, universal accessibility, freedom, and connection. Everyone feels welcome. Fosters a positive human experience.

*Ages, genders, cultures etc.

(The idea) might achieve:

- Freedom of movement
- Connectivity/connection
- Safety
- Safe for kids
- Inclusive
- Meeting everyone's basic needs to flourish
- Reduce Car Travel
- · Increased foot traffic
- · Helps make events viable
- Less car traffic
- Shady walkable streets
- Accessibility
- Walkability



6

2. Re-Imagining Leederville

Building new experiences from local character and/or different perspectives.

(The idea) might achieve:

- Using old buildings in new ways (adaptive reuse)
- Bringing new ideas from other places and people/exposure to new ideas
- · Embracing uniqueness
- Accepting change
- Identifying and celebrating historic contributors/history
- New perspectives
- Housing diversity and innovative use of spaces



3. Local and Diverse Economy

'Open for Business.'

(The idea) creates and promotes opportunities for a local and grassroots economy that reflects and draws on the strengths of the community.

This economy will support diverse needs:

- · Everyday and special occasions.
- Day and night.
- · Different demographics.
- · Weekday and weekends.
- · Budget and boutique.
- Goods, services and experience.

'An economy that supports the community will in turn be supported by the community'.

(The idea) might achieve:

- Supporting new ideas /business
- · Loyalty to a place
- Networking
- · Open source
- Increasing the function
- Activating untapped energy + assets.
- Independent retail, local art + options for local + visitors
- Reduce business costs
- Economic diversity (more than F&B
- · Supporting local/small business
- Grass-roots/hyper local
- Resilience
- Critical mass
- · Curation local spaces, filling gaps
- Day-Night

7

4. Everyone's Invited

Fostering diversity to encourage a sense of place and showing community makes Leederville an attractive and accessible place for everyone.

(The idea) might achieve:

- Family facilities
- Bringing diverse ages and experiences together
- Doesn't rely on high incomes (cheap)
- · Improves local convenience
- Supporting vulnerable community members
- · Engaging diverse people
- Youth engagement
- Diversity of housing stock
- · Encourages Visitation
- Sense of ownership
- More flexibility
- · Indoor/ Outdoor (Linked)

5. Well-being of Place and People

We embrace regenerative environmental design and promote mental health of our people.

(The idea) might achieve:

- Nature (birds and bees)
- Encourages physical activity makes it easier
- Integrated urban grey water systems
- Interactive accessible transport options
- Public use of these facilities
- Green scaping, prioritising native vegetation
- Sustainability
- · Air + water quality
- · Environmentally viable
- Improved mental health
- · Cooling the micro-climate
- Calming



8

6. Fun

A community that embraces and encourages independent thinking, culture and identity. Through our pride and creative spirit our city is accessible, diverse (intuitive) and progressive.

(The idea) might achieve:

- · Gathering spaces.
- · Multi-purpose infrastructure.
- · Affordable opportunities to explore.
- Creative play
- Encouraging local artists +music scene
- · Between being at work and home
- · Impromptu events
- · People staying in Leederville
- Active Lanes
- Commons gathering places
- · Enhance the opportunity for exchange
- Encourages investment in the public realm
- Different people learning together
- Free/low cost
- Opportunity to be here
- Support/activate local artists
- Attract young families (get parents out of the house)
- · Environmental Sustainability



-

Finally, the participants were invited to rank the relative importance of each criteria. This ranking is used in developing weightings for the multi-criteria analysis, to ensure that the most beneficial projects or initiatives are prioritised.

The ranking outcomes are shown in Figure 3 below:



Figure 3 - Criteria Ranking

These rankings result in the following multiplier weighting for scores against each of the criteria:

Criteria	Multiplier
Wellbeing of Place and People	2.25
Fun	2.25
Everyone's Invited	1.8
People Centred Place	1.5
Local and Diverse Economy	1.2
Re-Imagining Leederville	1

10

OTHER CONSIDERATIONS

Individuals were also asked to list what was missing in Leederville and individual thoughts on what made 'Leedy' a well-loved place (what should be retained).

What's Missing in Leederville?

- Edible garden on verges
- · Food and wildlife verges
- Rooftop cinema
- Co working spaces
- Bike parking infrastructure which is close to destination
- · Op shop
- · Green roof
- Improve wetlands
- Affordable commercial opportunities
- Library of things
- Book Shop

Why do we love it, what are we trying to keep?

- Not too big
- Train
- · Activity (food and drink)
- · Community scale
- Always people here
- · The people
- · Unique Atmosphere
- Character Buildings
- Vibrant Main Street
- User Friendly
- Easy Access
- · Diversity of choices
- The Scene and Vibrancy
- Luna Cinemas
- Place to eat and shop
- It's Cool
- Great Council
- All facilities close by
- Support for the fringe
- · Not mainstream
- · Warm and enchanting

- 11

OUTCOMES - WORKSHOP 2

Workshop 2

Workshop 2 was held on Tuesday 15 October 2019.

16 participants were invited to be involved in an MCA process, using the criteria developed in Workshop 1 and testing the criteria against a number of previously identified initiatives and ideas.

This process also enabled the refinement of criteria measurement as the MCA was progressed.

To complete this process the whole group was invited to use an online polling tool. An initiative was presented and then scored against each criteria. In this process, the majority score was then used to form the basis of the criteria score.

For example when presented with the initiative 'community garden/orchard' the polls in Figure 4-9 illustrate the group scoring outcomes.

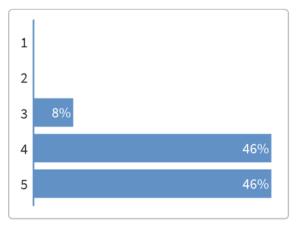


Figure 4 - Wellbeing of Place and People Poll

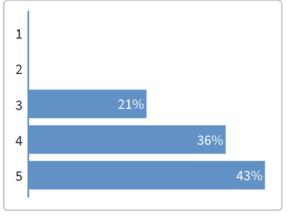


Figure 5 - Fun Poll

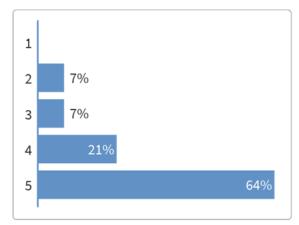


Figure 6 - Everyone's Invited Poll

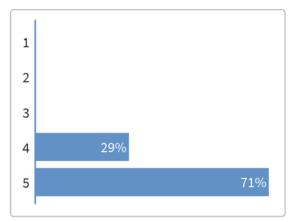


Figure 7 - People Centred Place Poll

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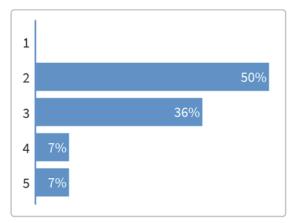


Figure 8 - Local and Diverse Economy Poll

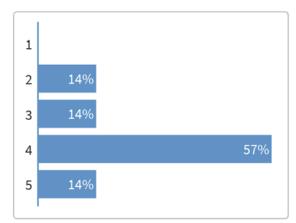


Figure 9 - Re-Imagining Leederville Poll

From these polls, and through agreement in discussion, the group agreed to the following scores:

Criteria	Agreed Score
Wellbeing of Place and People	4.5
Fun	4.5
Everyone's Invited	5
People Centred Place	5
Local and Diverse Economy	2.5
Re-Imagining Leederville	4

As can be seen in Figure 4, a relatively clear scoring of score 4 or 5 was achieved for that criteria, and the group considered a mid point suitable, whilst in Figure 5, where the score of 5 had the highest percentage, the group took into account the overall larger percentage across scores of 3 & 4, and again agreed to a middle ground.

These base scores were then weighted based on the criteria ranking shown in Figure 3.

The final score is shown in Figure 10 for this initiative.

13

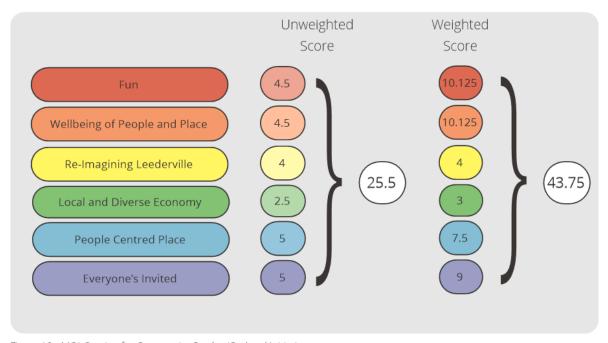


Figure 10 - MCA Scoring for Community Garden/Orchard Initiative

The list and weighted scores of each initiative assessed in the workshop is shown in Table 1, with the three highest scoring initiatives highlighted.

As illustrated, the workshop was only able to consider eleven potential initiatives. These were generally the initiative that the group was most interested in, so were prioritised in the workshop.

In developing the scores, the groups provided additional clarity over scoring mechanisms. This is detailed through Table 2 (scores of 2, 3 or 4 would be in the 'middle ground' between the extents of 1 & 5).

Not all initiatives or activities were able to be considered in the workshop due to time constraints. Some attendees provided additional feedback after the workshop, and a full list of the scoring for the balance of initiatives can be found in Appendix A.

It should be noted that the scoring in Appendix A is based on a much smaller group, and it is recommended that these other initiatives be the subject of further workshops if the initiative are considered suitable to further investigation by EG. Notwithstanding, Appendix A provides a suitable cross-reference of the types of initiatives/activities that provide high value to the community.

Table 1 - MCA Scoring from Workshop 2

Idea/Initiative	Wellbeing of Place and People	Fun	Everyone's Invited	People-centred Place	Local and Diverse Economy	Re-imagining Leederville	SCORE
Weighting	2.25	2.25	1.8	1.5	1.2	1	
Co-working	1	3	2.5	2	4	3.5	24.80
Everyday uses amenity / destinations such as gyms	3	3	3	3	4	3.5	31.70
Public podiums	4	3.5	3	3	2.5	3.5	33.28
Affordable housing	4	3	5	5	3.5	4	40.45
Bike share	5	4.5	3.5	3	3	4	39.78
Green corridors (Water Corp Drain)	5	5	5	5	3	5	47.60
Friday street closure	4	5	4	4.5	4	4	43.00
Child Care	4	3.5	3	4	3.5	3	35.48
Flexible art gallery / event space	4	4	4	4	4	4.5	40.50
Homelessness services	4	2.5	4	4.5	2.5	3.5	35.08
Community garden/orchard	4.5	4.5	5	5	2.5	4	43.75

Table 2 - MCA Scoring Clarification

	1 - Does not achieve this criterion	2	3	4	5 - Exceeds expectations - will definitely result in tangible outcomes
Wellbeing of Place and People Embracing regenerative environmental design and promoting physical and mental health of our people	 Is not designed or planned to consider mental health impacts, the natural environment or links to the local community. The initiative/activity is possibly detrimental to wellbeing of place and people The initiative/activity is not flexible to suit the locality (i.e. a franchise) The initiative/activity does not consider the health and wellbeing of staff and/or visitors 	tly to this criterion	to this criterion	Will achieve/meet this criterion	 Positive mental health, environmental and local community outcomes are integral to the initiative/activity. The initiative/activity is integral in improving the health and/or wellbeing of place and people The initiative/activity is totally flexible to fit in with the feel of the locality. The initiative/activity considers the health and wellbeing of staff and/or visitors
Fun Embracing and encouraging independent thinking, culture and identity; our pride and creative spirit create an accessible, diverse (intuitive) and progressive place	 The initiative/activity is not designed or planned to provide a fun environment. The initiative/activity creates inconvenience to users and the user experience. The initiative/activity is not suitable for all ages. The cost is prohibitive (to set-up and/or attend) The scale of the initiative/activity overwhelms the locality 	May respond slightly	Will respond t	Will achieve/me	The initiative/activity provides an extreme level of fun in the local environment The initiative/activity goes well above average in improving the user experience. The initiative/activity is suitable for all ages. The cost is very affordable. The scale of the initiative/activity enhances the locality.

	1 - Does not achieve this criterion	2	3	4	5 - Exceeds expectations - will definitely result in tangible outcomes
Everyone's Invited Fostering diversity to encourage a sense of place and showing community makes Leederville an attractive and accessible place for everyone	 The initiative/activity is not designed or planned to be fully accessible and may have limitations on who can be involved The cost is prohibitive Invitations are very discriminatory and/or encourage discriminatory use of the area. The initiative/activity would reduce the amount of alternative spaces (quiet spaces) available. Caters for only limited age groups The activity is designed to be internalised and privatised (i.e a theatre compared to an interactive gallery space). Design is unwelcoming or has low appeal 	ond slightly to this criterion	Will respond to this criterion	Will achieve/meet this criterion	 Everyone is or can be using the initiative/activity The cost is affordable Invitations are universal Enhances availability of alternative spaces (quiet spaces) Caters for all age groups Design is very welcoming and appealing Design is accessible (above an beyond minimum Australian Standards)
People-centred Place Supporting the needs of all people at all times; safety, universal accessibility, freedom, and connection	 The initiative/activity is not designed or planned to extend local marketing or user experience. The initiative/activity narrows the demographic attracted to the centre. The initiative/activity encourages more vehicles. There is no attempt to be inclusive There is no local support 	May respond	Will	Will ac	 The initiative/activity deliver a local marketing boost and high quality user experience. The initiative/activity broadens the demographic attracted to the centre. The initiative/activity discourages vehicles. There is a strong intention to be inclusive There is a lot of local support

	1 - Does not achieve this criterion	2	3	4	5 - Exceeds expectations - will definitely result in tangible outcomes
Local and Diverse Economy Creating and promoting opportunities for a local and grassroots economy that reflects and draws on the strengths of the community	 The appeal is very broad based is not designed or planned to enhance the local economy The initiative/activity is more of the existing activities 	/ to this criterion	this criterion	t this criterion	The initiative/activity directly relates to improving and enhancing the local economy The initiative/activity is something that is missing from the centre.
Re-imagining Leederville Building new experiences from local character and/or different perspectives	 The initiative/activity negatively impacts the heritage and character of a building or place The initiative/activity is not designed or planned to acknowledge local history The initiative/activity turns people away from Leederville. The initiative/activity is no different than something that is already here. 	May respond slightly	Will respond to	Will achieve/meet	The initiative/activity enhances the heritage and character of a building or place The initiative/activity celebrates local history It attracts people to Leederville and keeps them here. It is doing something completely different or is different

SUMMARY

This document provides a brief summary of the workshopping process completed with local community members and businesses, including the community group Leederville Connect and the Town Team movement, to develop a priority list of infrastructure, initiatives and ideas that are needed to make Leederville 'sing'.

The initial assessment highlights that public realm initiatives remain very important to the community when measured against a range of criteria, including greening Leederville and making better use of existing spaces.

Affordable housing infrastructure was also identified as important, which reflects the diverse nature of the Leederville community and the relative absence of lower cost housing for local residents and potential newcomers.

These ideas, initiative, activities and business ideas will deliver the greatest possible benefit, based on the values of the existing community and considering what already exists and what is needed in the area right now.

In addition, this methodology is not meant to be static. In the future, other ideas can be measured using the same technique. Stakeholders can modify the criteria and scoring measures depending on critical needs at any given time, and weighting can also be modified should needs change.

This summary document will also be used to inform a broader social infrastructure assessment which also considers the hard infrastructure requirements of Leederville based on population based needs.

APPENDIX A

MULTI-CRITERIA ANALYSIS FULL LISTING

Option	Wellbeing of Place and People	Fun	Everyone's Invited	People- centred Place	Local and Diverse Economy	Re- imagining Leederville	SCORE	Short Description
Weighting	2.25	2.25	1.8	1.5	1.2	1		
Green corridors (Water Corp Drain)	5	5	5	5	3	5	47.60	A proposal to upgrade an existing linear drain. Potentially requires all adjacent land owners to buy into the project, possibly through relinquishing some land to enable the 'opening' of the drain.
Community garden/orchard	4.5	4.5	5	5	2.5	4	43.75	Community driven, but may need to be 'sponsored' by a local landowner or a local Government to support the land component. If connected with a development, may form part of an apartment complex/commercial comples strata, which culd be either positive or challenging
Friday street closure	4	5	4	4.5	4	4	43.00	Using the new Leederville Village Square infrastructure - regular planned Friday night closures
Playgrounds	4.5	4.5	5	4	2.5	3	41.25	All ages or adding age appropriate spaces
Benches, trees + urban canopy	4.5	4	5	5	2	3	41.03	Spaces to site and relax, free, available to all and well sheltered/useable year round
Flexible art gallery / event space	4	4	4	4	4	4.5	40.50	An open gallery style space that can be curated by local artists, may include a space for local artists in- residence, with infrastructure to support arts
Affordable housing	4	3	5	5	3.5	4	40.45	Dwellings which households on low-to-moderate incomes can afford, while meeting other essential living costs. It includes public housing, not-for-profit housing, other subsidised housing under the National Rental Affordability Scheme together with private rental and home ownership options for those immediately outside the subsidised social housing system. Should be handed over permanently or caveated as such.
Pedestrian networks	4.5	4	4	4	3	4	39.93	Cross walks, shelters, seats, safe walking pathways into and through Leederville
Public space/park	4	4	5	5	2	3	39.90	Open space or park area - does ot necessarily have to include playground or other attraction
Artist studios / residents programmes	4.5	4	3	4	4	4.5	39.83	A space for local artists in-residence, with infrastructure to support arts - may be subsidised for local artists to enable more intense use of the space by locals
Bike share	5	4.5	3.5	3	3	4	39.78	A scheme which runs a fee-for-service bike share, enabling local people and visitors to have local mobility. Works well if connected to more extensive bike share scheme, but may be well suited due to rail station proximity.
Protected Bike Lanes	5	4	4	3.5	2	4	39.10	Safe riding networks to encourage active cycling into Leederville
Bike parking spaces	5	4	3.5	3.5	2	4	38.20	Increasing bike parking to encourage active cycling into Leederville
Local food series	4	4	3	3	4	4	36.70	An event designed around a series of food based themes. Could be an international food theme, or it could be based on ways to eat (tapas one week, skewers the next etc)
Local live band concerts	4	4	3	3	4	4	36.70	Event planned around live music of varying degrees. May be free or paid.
Co-Housing	3.5	4	4	3	3	4	36.18	Community of private homes clustered around shared space. Each home has traditional amenities, including a private kitchen. Shared spaces typically feature a common house, which may include a large kitchen and dining area, laundry, and recreational spaces. Shared outdoor space may include walkways and gardens. Neighbors may share resources like tools and lawnmowers
Child Care	4	3.5	3	4	3.5	3	35.48	Long day, casual or holiday care services
Homelessness services	4	2.5	4	4.5	2.5	3.5	35.08	Short-stay or crisis accommodation, food supplies, clothing, blankets etc. May include space for laundry services, showers and toilets for casual use

Item 9.2- Attachment 8

Toilet and shower facilities	4	2.5	4	4.5	2.5	3	34.58	Public facilities
Signage – directional and precinct information	4	3	4	4	3	2	34.55	Signage throguhout sharing stories of and enabling efficient access and use of the area, as well as directing people to safe walking pathways into and through Leederville
Power for events/activation	4	4	3	3	3	3	34.50	Development planned with external infrastructure services in strategic location to enable street activation on- demand
Bike / skate fix workshop	4.5	3	3.5	3	2	4	34.08	Support facilities to encourage active cycling into Leederville
Public podiums	4	3.5	3	3	2.5	3.5	33.28	The podium space provided in a new building where is it accessible and available to the public. E.g. restaurants, bars or park areas available at elevation
Painting Wall	3.5	4	3	3	2	3	32.18	Creating a space for public art expression - a free wall for the public to paint, re-paint and individually curated
Everyday uses amenity / destinations such as gyms	3	3	3	3	4	3.5	31.70	Gyms (yoga studios etc), deli's, post office, bank, newsagent)
Green spaces on roofs and walls	4	4	3	2	2	2	30.80	Urban greening of roofs and walls. Visually appealing and reduce heat island effects, but not necessarily adding spaces that are useable
Energy and water precinct (e.g. Frame Court car park)	4	2	2	3	3	5	30.20	A precinct that would be designed to be sustainably serviced, for example, including geothermal heating, solar and wind power, tri-generation, community power sharing (e.g. Power Ledger), internal water recycling for heating and cooling in building, solar passive building design, wood building etc
Decorative lighting	3	3	2	4	2	3	28.50	In street lighting - non-standard for aesthetics rather than for visibility.
Rooftop Cinema	3.5	3	2	3	2.5	2	27.73	Or cinema generally. May include podium spaces in new development, or may use the side of a podium for projection
Co-working	1	3	2.5	2	4	3.5	24.80	An office style space designed to be used by multiple people in a shared capacity. Enables idndividuals or small businesses to operate in a collegiate environment and potentially enables innovation and collaboration of start-ups and small businesses.
Housing	3	1	2	3	4.5	2	24.50	Private housing. Most likely developed by the market as commercial proposition. Will enable other outcomes if population density is sufficient
Innovative building techniques	2	2	2	2	3	5	24.20	New building techniques actively pursued in the precinct, wood building, use of recycled materials, solar technology etc
Retail start-up / incubator space	1	2	2.5	2	4	3.5	22.55	Small retail spaces design for temporary business trials. Best to include a governance structure that enables supportred transition to market led spaces at conclusion of trials

Item 9.2- Attachment 8

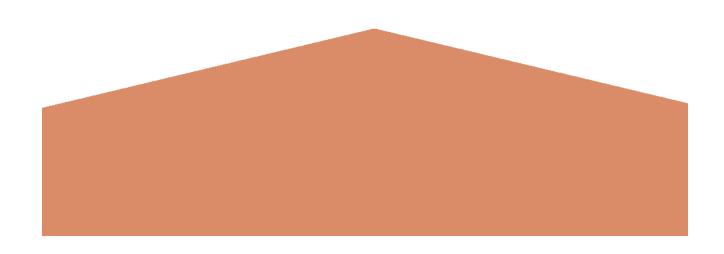






FINAL REPORT: 40 FRAME COURT ECONOMIC & SOCIAL OUTCOMES OF COMMUNITY BENEFITS

HATCH ROBERTS DAY 14/07/2021



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ABN 47 609 529 928

Revision	Date	Prepared By	Approved By
Draft Report	26/05/2021	Linnea Edebert and Jaycob Petering	Jason McFarlane
Final Report	14/07/2021	Linnea Edebert	Jason McFarlane

1. EXECUTIVE SUMMARY

The mixed-used development of Frame Court could help define a new high-density neighbourhood within the town centre precinct of Leederville. The development offers new public spaces, pedestrian network and public domain within the town centre. Additional benefits arising from the mixed-use development include, but are not limited to:

- Provision of new affordable housing and lease options within Leederville for residents and business owners;
- New residents from approximately 250 households contributing to a net new annual residential spending of \$1,114,000 within Leederville - an enhancement of 422% compared to a 6-storey development; and
- New community art space attracting new visitation which could contribute to an additional net new spending of \$1,295,500 benefitting local businesses within Leederville.

Based on the high-level findings, the proposed mixed-use development at Frame Court will deliver significant economic and social benefits to the local community and contribute to re-defining Leederville's Town Centre.

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2

2. INTRODUCTION

Scope of Work

The purpose of this report is to estimate the community benefit of the proposed mixed-use development at 40 Frame Court, Leederville, Western Australia (the Development). The report considers community benefits outlined in the proposed Local Development Plan. This includes contributions to affordable housing, dwelling diversity, public community spaces, and public facilities.

Context

Frame Court has the potential to add community value to Leederville by providing additional businesses, accommodation, and employment opportunities. It can also serve as an arts and culture hub, driving visitors to the area and improving its amenities. Current challenges facing the Leederville activity centre, as outlined in the Social Infrastructure Study, include:

- A need for demographic diversity Frame Court aims to provide new affordable housing options;
- A need for a better public domain within Leederville centre Frame Court can enhance
 public domain by drawing on Leederville's existing public space typologies, as well as creating
 new places for people to frequent, better defining the pedestrian network and encouraging
 future redevelopment in proximity to the site;
- An overreliance on worker and visitor expenditure to support activity centre performance and resilience – Frame Court can close this gap by creating various housing opportunities that will increase local residential engagement within the centre; and
- High risks for small businesses High rents and not fit-for-purpose spaces have resulted in
 vacant tenancies on the main strip in Leederville. Frame Court aims to provide new space and
 lease options to lower entry barriers for small business owners and creatives.



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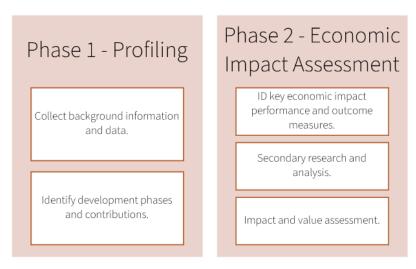
Map 1 outlines the ground floor plan of the proposed development, which includes the delivery of an art space of approximately $83m^2$, a community multipurpose space of approximately $127m^2$ and a business incubator space of approximately $76m^2$.

3. APPROACH

Methodology

FAR Lane undertook a 2-phase process Community Benefit Economic Impact Assessment illustrated in Figure 2. The first phase explores how the Development can contribute to the identified gaps in cultural spaces, co-working facilities, public facilities, and shared equity housing. The second phase quantifies the economic and socio-economic impact of Frame Court.

Figure 2 - Methodology Frame Court



This assessment provides a high-level overview of the Frame Court Development's ability to:

- Offer new space and lease arrangements for small businesses and creatives in the Leederville
- Improve Leederville's public domain and provide new multi-purpose community space.
 Specifically, these will include;
 - Public domain improvements such as new publicly accessible landscaped areas (urban plaza);
 - o The activation of the above spaces through active edges;
 - o The delivery of a new multi-purpose community space with the potential to provide a cultural or arts hub.
- Drive visitation to Leederville due to a more diverse pool of shops, art spaces and restaurants being available;
- Enhance economic activity in Leederville as a result of additional residents and visitors; and
- Improve residential diversity through higher-density living options and affordable housing, which will allow for additional residents in the Leederville Town Centre.

Detailed key findings are outlined in Chapter 4.

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4. KEY FINDINGS

Finding 1: Frame Court's impact on enhancing residential and housing diversity

Frame Court aims to be the pioneer in providing Build-to-Rent and Build-to-Sell housing for a diverse range of income earners. The developer (EG) intends to offer subsidised rent to a minimum of 10% of apartments and proposes to partner with the State Housing Authority to offer a portion of apartments through a co-ownership model of Build-to-Sell properties. This will diversify the housing market within Leederville by creating affordable rentals and establishing co-ownership opportunities for households that would otherwise not afford to buy a unit. Frame Court's affordable units also have the potential to attract individuals from lower quintiles* and diversify the City of Vincent's income distribution. These low-cost units will also allow people to spend less money on rent, having more expendable income that they can inject into local businesses.

The current income distribution within the City of Vincent is shown in Figure 3. This illustrates an uneven distribution in terms of income within the area. The highest quintile (46%) of households earn the highest quintile income and 19% in the fourth quintile.

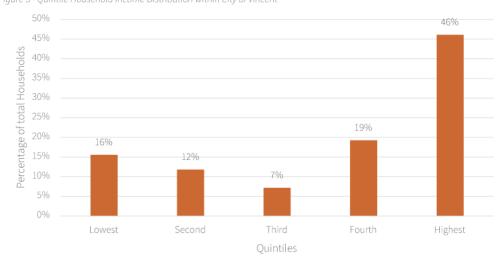


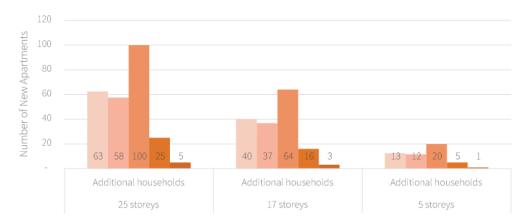
Figure 3 - Quintile Household Income Distribution within City of Vincent

Source: ABS, Census of Population and Housing 2016.

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^{*} A quintile is where a sample is divided into equal-sized, adjacent, subgroups.

Figure 4 illustrates a potential distribution of a new type of household income earner depending on the proposed development (maximum of 25-storeys), compared to a 17-storey and the existing planning framework (5-storey development.).



■ Lowest ■ Second ■ Third ■ Fourth ■ Highest

Figure 4 - Number of new apartments within each household income quintile between a 25-storey and 6-storey Frame Court.

Source: FAR Lane, 2021.

The comparison shows that a 25-storey Frame Court has greater potential to diversify income distribution than a 6-storey Frame Court in the City of Vincent as it would contribute 25 new apartments instead of 6. Moreover, these would be affordable to second-and third-income quintile households.

Figure 5 and Figure 6 illustrate the median unit sale price and median weekly rent cost in Leederville and nearby suburbs such as West Leederville, West Perth, and Northbridge. Figures 5 and 6 illustrate that Leederville has a relatively higher unit sale price and rent costs than adjacent suburbs. Figure 3 shows that 46% of the households within the City of Vincent earn a high income, which may reflect the higher rental costs.



Figure 5 - Median unit sale price

Source: realestate.com.au, the median property price 2021. FAR Lane, 2021.

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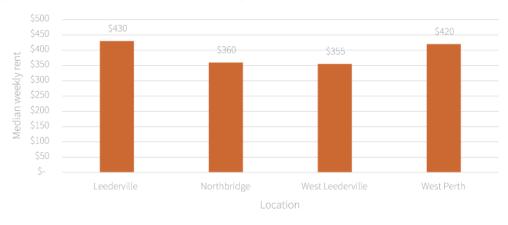


Figure 6 - Median unit weekly rent cost in Leederville and surrounding suburbs

Source: FAR Lane 2021. realestate.com.au, the median property price, 2021.

Frame Court has the potential to provide additional housing opportunities to underrepresented cohorts with help from potential partners, which include but are not necessarily limited to:

- Department of Communities and METRONET The program assists individuals and families
 in finding affordable housing close to major transport linkages. They are committed to
 providing homes for low-income earners and invest in construction that supports economic
 activity and jobs;
- Tier One Foundation Housing The group specialises in property development and management, and tenancy management and support. They can assist with the property management of the Build-to-Rent arrangements; and
- Keyworker housing There are three major key worker groups within Leederville (Educational
 workers, Health Care Workers, and Emergency Services workers). It is expected that there would
 be a high demand for housing options from these workgroups.

The Built-to-Rent tower will have approximately 100 dwellings, with a minimum of 10% (or ten households) to be offered subsidised rent at 20% below rental market price. Table 1 illustrates the cost for EG to provide subsidised housing. Over a 10-year timeframe, the subsidised housing options costs EG an NPV of 41,800.

Table 1 - Cost for EG to provide subsidised housing options.

Units	Weel	kly	Ann	ually	10 y	ears ears	NPV	10 years
Per unit median rent	\$	430	\$	22,400	\$	223,600	\$	209,000
Frame Court lease	\$	344	\$	17,900	\$	178,900	\$	167,200
Cost for developer	\$	86	\$	4,500	\$	44,700	\$	41,800

Source: FAR Lane, 2021.

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This may facilitate current and future accommodation demands for TAFE students and those arising from the CBD relocation of 9,000 students and staff from Edith Cowan University (ECU)¹. The new housing arrangements Frame Court offers would similarly contribute to a more uniform distribution of household income distributions.

Frame Court could diversify housing and rental options within Leederville as it will offer more affordable rentals and create co-ownership opportunities for households that cannot afford to buy a unit. As a result, it has the potential to attract households from lower quintiles and diversify the City of Vincent's income distribution.

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¹ Source: ECU, 2020. Reterived from: https://www.ecu.edu.au/news/latest-news/2020/09/edith-cowan-university-to-develop-perths-first-comprehensive-city-campus

Finding 2: Frame Court enhancing economic activity within the Leederville activity centre

Frame Court is estimated to create 250 new dwellings. With the current average of 2.2 residents per dwelling², Frame Court could contribute approximately 550 new residents to the Leederville Town Centre.

Figure 7 illustrates the net new annual local spending broken down into retail expenditure³, recreation expenditure⁴, and services expenditures⁵ between a 6-, 17- and 25-storey development. The new additional household income is based on the distribution shown in Table 2. The net new annual residential sensitivity spending was calculated under the assumption that there is a spending leakage. Sensitivity for leakage component in net new annual spending is illustrated in Figure 11 and Figure 12 and compared in Figure 13, in the Appendix I. The following graphs within the City of Vincent suggest that there is 80% leakage in each category which is aligned with Buxton's retail leakage and surplus analysis report.⁶

Figure 7 - Net new annual residential expenditure between a 6-storey (current planning framework), 17-storey, and 25-storey development within the City of Vincent.



Source: FAR Lane (2021), ABS Household Expenditure Survey, Australia (2016).

Table 2- Breakdown of the estimated distribution of household income within Frame Court

Lowest	Second	Third	Fourth	Highest
25%	23%	40%	10%	2%

Source: FAR Lane, 2021.

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² Source: Australian Bureau of Statistics, Census of Population and Housing 2016

³ includes clothing and footwear expenditure based on ABS, Household Expenditure Survey (2016).

⁴ includes recreation and educational services expenditure based on ABS, Household Expenditure Survey, 2016.

⁵ Includes household services and operation expenditure based on ABS, Household Expenditure Survey, 2016.

^{*} A retail leakage means that residents are spending money outside of the area of resident.

 $^{{}^6} Source: Buxton \ \underline{https://whywaynecounty.com/wp-content/uploads/migrated/documents/RetailGapAnalysis_Site1_Secondary.pdf}$

Table 3 shows the expenditure difference between a 6-storey (current planning framework), and 25-storey development. It illustrates that a 25-storey development enhances spending by 500% in local recreation and service businesses and 320% in local retail.

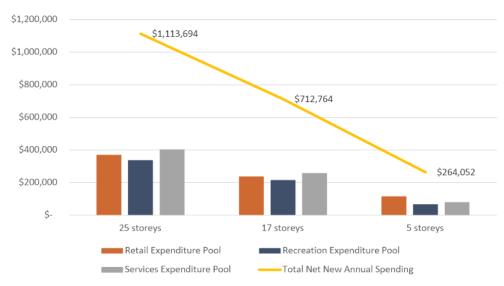
Table 3 – Annual net spending difference between a 6 and 25-storey development at Frame Court.

Category	\$ difference between 6- and 25-storey development	Percentage change		
Retail	\$ 255,700	321%		
Recreation	\$ 270,800	500%		
Services	\$ 323,200	500%		
Total	\$ 849,600	422%		

Source: FAR Lane, 2021, ABS Household Expenditure Survey, Australia 2016.

Figure 8 illustrates the total net new household spending between the current planning framework, a 17-storey, and 25-storey development. The comparison highlights that a 25-storey development compared to a 6-storey enhances the local activity by \$850,000 (422%) annually, or by \$1,114,000 compared to no development.

Figure 8 - Total net new annual household spending comparison between a 6-storey, 17-storey, and 25-storey development.



Source: FAR Lane, 2021. ABS Household Expenditure Survey, Australia, 2016.

Community and art space

Frame Court plans to supply 83m² of new community space in Leederville on a peppercorn lease basis. The use of this space may include a flexible art gallery and studio space that puts on events and exhibitions benefitting the local community within Leederville and the City of Vincent.

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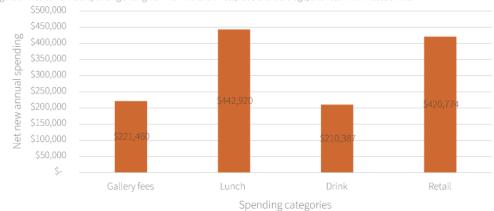
Figure 9 illustrates the potential net new annual spending arising from visitors due to the new art space and exhibition centre under the assumption new annual visitors are 22,146 7 and on average spend the amount shown in Table 4.

Table 4- Average category spending

	Average	
Gallery Fees	\$	10
Lunch	\$	20
Drink	\$	10
Retail	\$	19

Source: FAR Lane, 2021. ABS Household Expenditure Survey, 2016. Numbeo, 2021.

Figure 9 - Net new annual spending arising from new visitors in fees, food and beverage, and retail within Leederville.



Source: FAR Lane, 2021. ABS Household Expenditure Survey, 2016. Numbeo, 2021.

Figure 10 illustrates the potential net new annual spending under the assumption that a new visitor will spend money in more than one category. If each visitor spends the average in each category, a net new annual spending of \$1,295,500 will benefit the local businesses within the area.

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 $^{^7}$ Similarly distributed as Art Space in Sydney. Source: Art Space 2019 Annual Report

All categories \$1,295,543

Gallery fees + Retail \$642,234

Gallery fees + Drink \$431,847

Gallery fees + Lunch \$664,380

\$- \$200,000 \$400,000 \$600,000 \$800,000 \$1,000,000 \$1,200,000 \$1,400,000

Net net annual spending

Figure 10 - Total net new annual visitor spending in multiple categories within Leederville.

Source: FAR Lane, 2021. ABS Household Expenditure Survey, 2016. Numbeo, 2021.

Frame Court has the potential to enhance local economic activity within Leederville from new households and new visitors arising from art spaces, shops, and restaurants. New households can support local shops within the retail, service, and food/beverage industry. Consequently, making it more attractive for small businesses to settle in the area and increase the variety of shops, services, and restaurants whilst increasing employment opportunities in Leederville. In addition, a 25-storey development gives the developers more flexibility in the provision of space of Frame Court and may enhance the utilisation of ground space more significantly than a 6-storey development. Similarly, a 25-storey Frame Court creates more residential capacity, adding more value to local restaurants and service providers than a 6-storey development.

Finding 3: Frame Court support entrepreneurs and small business owners

Frame Court aims to lower the barriers to entry for small business owners and creatives by providing a gallery and community art space of $83m^2$ and a business incubator/co-working space of approximately $72m^2$. These spaces will be offered on a peppercorn lease basis (either directly or via an incubator operator), which means the rent paid by the lessee is less than the fair value. The current average lease cost is $$330/m^2$ per week⁸, allowing for new business and art diversity within Leederville.

Examples of how the new office space will be utilised are:

- MANY 2.0. in Fremantle, a project by SPACEMARKET (https://www.spacemarket.com.au/)
 Provided retail and art space for small business owners to share to decrease operational costs:
- Joondalup Art Gallery (https://www.jag.org.au/) Art gallery which includes artwork from a variety of artists; and
- Artspace in Sydney (https://www.artspace.org.au/) Free art space for the production and presentation of contemporary art. Artists can test new ideas and shape public conversations.
- Riff in Perth CBD, by spacecubed (https://spacecubed.com/space/riff/) Offers an open space in a collaborative environment, uniquely designed to spark new conversations and opportunities.

The current business environment has created barriers for new small businesses to settle in the area due to high rents and big rental spaces. The same factors have also caused independent retail stores and cafes on Oxford Street to close⁹. The businesses that have survived are already established firms or part of national franchises. As a result, Leederville has lost part of the 'cool, fun and hip' atmosphere it was once known for¹⁰. Frame Court can ensure greater enterprise survival by offering lease costs below market price.

The incubator space can lower the barriers to establishing a business and serve as an incubator space for independent small businesses before relocating to the main strip. In turn, creating an opportunity for creatives to exhibit and test their ideas, while enhancing the Perth contemporary art scene. Both alternatives can support up to 6 incubator spaces and capacity for six new jobs¹¹. On this basis, the commercial floorspace at 40 Frame Court could enhance visitation, employment and support small businesses within Leederville.

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⁸ Leederville average lease cost May 2021 calculated based on prices from Commercial RealEstate.com.au.

⁹ Source: K. Emery, 2020. *The West Australian*. Retrieved from: https://thewest.com.au/business/retail/leederville-shops-close-as-retailing-slump-bits-ng-b88872670z

¹⁰ Source: L. Holland-McNair, 2019. The West Australian. Retrieved from: https://thewest.com.au/business/commercial-property/the-two-keys-to-saving-our-struggling-retail-strips-ng-b881399410z

 $^{^{11}}$ Based on the City of Vincent Jobs per M^2 from the 2017 DPLH Land Use Employment Study

Final Findings

In addition to benefits articulated in findings 1-4, Frame Court could improve Leederville's public domain. The Frame Court Precinct is currently dominated by car-parking infrastructure. The proposed development will improve Leederville's public domain with the Urban Plazas to the north and south, creating additional space and enhancing the pedestrian network within Leederville. Therefore, the mixed-used development could help define a new density neighbourhood within the Town Centre precinct and draw on Leederville's existing pubic space typologies to create a new place and activity and catalyse future redevelopment in proximity to the site.

5. CONCLUSION

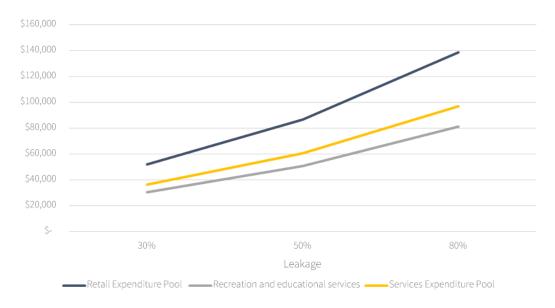
The socio-economic impact and economic development arising from Frame Court include but is not limited to:

- Catering for lower-income demographics by providing new subsidised and shared housing arrangements;
- Increasing and diversifying the pool of retail shops, art spaces and restaurants by providing new space and lease options;
- Defining a new high-density neighbourhood within the town centre by drawing on Leederville's existing public space typologies to create new community space and enhance pedestrian networks catalysing for future redevelopment in proximity to the site.
- More local employment opportunities; and
- Enhancing the net annual economic activity within the centre of Leederville due to new residents and visitors.

On this basis, FAR Lane believes that the proposed development option represents a significant opportunity for Leederville's local economy and community to benefit from.

6. APPENDIX I

Figure 11- Sensitivity of leakage component in net new spending from a 5-storey development.



Source: FAR Lane, 2021. ABS Household Expenditure Survey, 2016.

Figure 12 - Sensitivity of leakage component in net new spending from a 25-storey development.



Source: FAR Lane, 2021. ABS Household Expenditure Survey, 2016.

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Figure 13-Sensitivity of leakage component net new annual spending between 5-, and 25-storey development.

Source: FAR Lane, 2021., ABS Household Expenditure Survey, 2016.

No. 40 Frame Court - Local Development Plan Assessment Table

Setbacks and Boundary Wall Height				
Applicable Acceptable Outcome		Proposal		
Clause 8 of Leederville Masterplan	Amended	Setbacks		
8.3 Floors above 3 storeys to be setback a minimum of 5 metres. Rooftop space created by the 5m setback may be used as an open terrace. Clause 1.2 of Built Form Policy A1.2.1 – Primary and secondary street setback is nil. Clause 1.3 of Built Form Policy A1.3.1 –	Amended	4.1.1 Podium Setbacks North: Nil minimum (except where required to provide Northern Plaza) East: Nil South: Nil (except where required to provide Southern Plaza) West: 1.5 metre minimum		
 Ground floor, second and third storey – nil Fourth storey and above – as per R Codes Volume 2 Table 2.1, which is nil. Clause 1.3 of Built Form Policy A1.3.1 – Ground floor, second and third storey – nil 	Amended	4.1.2 Tower Setbacks North: 2.0 metre minimum East: 3.0 metre minimum South: 6.0 metre minimum West: 3.0 metre minimum		
Fourth storey and above – as per R Codes Volume 2 Table 2.1, which is nil.		4.2.1 Podium • 5 storeys (31 metre AHD maximum)		
Building Height				
Applicable Acceptable Outcome		Proposal		
Clause 8 of Leederville Masterplan 8.1 Buildings to a maximum height of 5 storeys	Amended	4.3.1 Podium 5 storey podium (31 metre AHD maximum). Floor to ceiling height of the ground floor tenancies is to		
Clause 1.1 of Built Form Policy A1.1.1 Development with a maximum height of six storeys	Amended	 be a 5.0 metre minimum to allow generous volumes for a range of uses and flexibility for the future. 3.2 metre floor to floor height (Levels 2 to 5). 		
		4.3.2 Eastern Tower25 storeys (including podium).		

		3.2 metre floor to floor height.			
		96 metre AHD maximum (not including roof plant).			
		4.3.3 Western Tower			
		17 storeys (including podium).			
		3.2 metre floor to floor height.			
		o a			
		71 metre AHD maximum (not including roof plant).			
		4.3.4 Wind Impact Assessment is to be prepared by a			
		suitably qualified wind engineering consultant and submitted			
		with any development application.			
Building	Depth				
Applicable Acceptable Outcome	Proposal				
Element 2.6 of R Codes Volume 2	Amended	4.4.1 Western Tower			
		Maximum building depth of 24 metres			
A2.6.1 – Maximum building depth of 20 metres for single aspect apartments on					
each side of a central circulation corridor.		4.4.2 Eastern Tower			
		Maximum building depth of 25 metres			
Building Separation					
Applicable Acceptable Outcome	Proposal				
Element 2.7 of R Codes Volume 2	Amended	4.5.1 Minimum building separation distance for habitable			
		rooms/balconies is 12 metres with an average of 24 metres,			
A2.7.1 – Within Site:		subject to visual and acoustic privacy (including the provision			
		of privacy screens or eyelid windows), natural ventilation,			
Habitable rooms/balconies – minimum of 24 metres separation.		sunlight and daylight access being adequately addressed to			
		the satisfaction of the approval authority at the development			
	<u> </u>	application stage.			
Car Par	king				
Applicable Acceptable Outcome		Proposal			
There is no acceptable outcome related to car share services under the Built	Augmented	4.6.1 Provision of a car share service (minimum 2 cars)			
Form Policy or R Codes Volume 2.		within the development subject to agreement with car share			
Tree Ca	nony	provider.			
Applicable Acceptable Outcome	Proposal				
Applicable Acceptable Outcome		1 Topoda			

Element 3.3 of R Codes Volume 2	Amended	4.7.1 Landscaping for the development is to be provided in accordance with the following:		
A3.3.4 Deep Soil Areas – 10 percent of site area required which equates to 430.6 square metres A3.3.5 Trees –	Amended	Northern Plaza Deep soil – 65 square metres; Canopy coverage – 80 percent; and Trees – 1 large, 4 medium, and small trees to suit. Southern Plaza		
The following shade producing trees would be required, being: • 1 large, 10 medium, and small trees to suit area.	Amended	 Deep soil – 70 square metres; Canopy coverage – 80 percent; and Trees – 1 large, 2 medium, and small trees to suit. 		
A3.3.7 On-Structure Planting – Two times the shortfall in deep soil area provision to be provided as onstructure planting. There is a shortfall of 295.6 square metres of deep soil areas, which would require a total of 591.2 square metres of on-structure planning.	Amended	Podium Level On structure planting areas – 630 square metres; and Trees – 25 medium and small trees to suit. Western Tower On structure planting areas – 91 square metres; Trees – 5 small; and Location of gardens – Levels 6 to 14. Eastern Tower On structure planting areas – 46 square metres Trees – 10 small; Location of gardens – Levels 9 and 12 Summary The total landscaping provided is: Deep Soil Areas – 135 square metres; Trees – 2 large, 31 medium, and a minimum of 15 small trees to suit area; and On-Structure Planting – 767 square metres.		
Public Domain Interface				

Applicable Acceptable Outcome		Proposal
Clause 4 of Leederville Masterplan The ground floor of any new buildings are to be activated.	Amended	4.8.1 Ground level frontages as indicated on Figure 2 are to be activated through a variety of design measures, which may include the provision of shop fronts, lobbies which have a visual and physical connection with the street, operable doors and windows, and/or entry doors.
Clause 6 of Leederville Masterplan Parking to be at the rear of the site or else accommodated within the building structure.	Amended	4.8.2 Parking on the ground floor and within the podium is to be sleeved with active land uses on the southern and western elevations.
Element 3.8 of the R Codes Volume 2 A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.	Amended	4.8.3 Entrances to the parking and other service areas is to be integrated into the design of the building façade and service areas are to be screened from view.
Element 3.7 of R Codes Volume 2 A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries. A3.7.2 – Pedestrian entries are protected from the weather. A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.	Augmented	4.8.4 Primary and Alternative Resident Entries are to incorporate innovative and creative design elements including entry canopies to accentuate entrances and provide a sense of identity to buildings and as points of orientation to the building.
Clause 1.5 of Built Form Policy A1.5.1 – Pedestrian access which is identifiable from the street and visitor car parking areas and other public areas. A1.5.2 – Access for pedestrians which directly fronts the primary street. A1.5.3 – Developments shall distinguish residential entries from retail and other commercial entries.	Augmented	

Clause 7 of Leederville Masterplan	Amended	4.8.5 Continuous awnings are to be provided in the locations
Awnings are to extend the full width of the site. Awnings to be a minimum 3.3m		identified in Figure 5. Awnings should have a minimum height of 3.5m, respond to any existing or proposed verge
above the footpath. Awnings may extend to within 0.5m from the street edge.		trees, and be integrated into the design of the façade.
Dadium Dasium Taura		-4141
Podium Design, Tower D Applicable Acceptable Outcome	esign and Aes	Proposal
Element 4.10 of R Codes Volume 2	Augmented	Podium Design
A4.10.1 – Façade design includes:		4.9.1 The podium facade of the development is to present
Scaling, articulation, materiality and detailing at lower levels that reflect the		as a human scale to the public realm and be of a high
scale, character and function of the public realm.		architectural quality to reflect the character of the Leederville town centre. This is to be achieved through:
 Rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, 		The incorporation of articulated facades which feature
material and colour.		fine-grained detail and fenestration;
		Large openings and clear glazing to the street which are
A4.10.2 – In buildings with height greater than four storeys, façades include a		not obscured by window signage;
defined base, middle and top for the building.		The incorporation of stall risers as part of the ground floor
A4.10.3 – The façade includes design elements that relate to key datum lines		design; and
of adjacent buildings through upper level setbacks, parapets, cornices, awnings		The use of durable materials, colours and finishes.
or colonnade heights.		4.0.2 Upper level frontages within the padium are to be
		4.9.2 Upper level frontages within the podium are to be activated through a variety of uses such as communal
A4.10.4 – Building services fixtures are integrated in the design of the façade		terraces, private balconies and/or major openings which
and are not visually intrusive from the public realm.		overlook Frame Court, adjoining car park and the plazas.
A4.10.5 – Development with a primary setback of 1 metre or less to the street		
includes awnings that: define and provide weather protection to entries are		4.9.3 The podium deck is to provide for activation with
integrated into the façade design		accessible, functional and usable areas including rooftop gardens, which enhance amenity and promote surveillance
are consistent with the streetscape character.		of the public realm below.
A4.10.6 – Where provided, signage is integrated into the façade design and is		·
consistent with the desired streetscape character.		4.9.4 Each of the primary resident entries, including lobbies,
Clause 1.8 of Built Form Policy	Clause1.8.3	are to be treated the same in respect to design and material quality.
	amended,	quanty.
A1.8.1 – Commercial Development which fronts the public realm shall provide	all	
active frontages including	remaining	

glazing, openings and operable windows to ensure activity, interaction and surveillance of the street.

A1.8.2 - Commercial Ground floor spaces shall have a maximum width of 9m and a finished floor level to finished ceiling level height of a minimum of 3.5 metres.

A1.8.3 – Development shall identify key design elements in the local area and streetscape through an Urban Design Study and integrate and acknowledge these design elements where possible whilst avoiding the use of faux materials.

A1.8.4 – Development which incorporates the design elements of the predominant streetscape character of the urban design study area outlined in Appendix 2.

A1.8.5 - Commercial Building facades visible from the public realm shall:

- Incorporate a variety of materials, colours, textures and depths;
- Not present a blank, monotonous, repetitious or dominant building treatment:
- Incorporate architectural or functional elements integrated into the facade, rather than cosmetic or superficial attachments to the building;
- Incorporate vertical articulation by using tall and narrow facade treatments;
- Incorporate articulation such as doorways, windows, seating ledges, sills, stall risers and other detailing:
- Minimise use of shallow framings systems and thin wall/glazing systems;
- Integrate fire boosters, mail boxes and external fixtures into the building design or screen them so they appear as part of the facade; and
- Integrate signage into the design and articulation on the ground floor.

A1.8.6 – Where provided, doorways shall have a depth between 0.5 metres and 1.5 metres to clearly articulate entrances to commercial buildings and tenancies.

A1.8.7 – Where provided, windows, seating ledges, sills, stall risers and other detailing shall have a minimum depth of 0.3 metres.

clause augmented 4.9.5 Ground floor tenancies are to include a minimum floor to ceiling height of 5 metres floor to provide sufficient space for servicing and infrastructure to support future adaption.

4.9.6 The structure of the building adjoining the Water Corporation infrastructure corridor shall be appropriately designed and engineered to accommodate future ground floor tenancies.

Tower Design

4.10 The eastern and western towers are to be of a high architectural quality to reflect the character of the Leederville town centre. This is to be achieved through:

- The towers integrating with the podium element below;
- The incorporation of articulated facades, such as curved buildings and building edges, and horizontal elements;
- The incorporation of major openings and balconies.
 External facing major openings and balconies should be unobscured and unscreened. Internal facing major openings and balconies should be only be screened or obscured where necessary to protect visual privacy;
- The use of vertical landscaping to create visual interest to the tower elements; and
- The use of durable materials, colours and finishes.

Aesthetics

4.11 The aesthetics of the development, including the colours, materials, finishes and architectural detail of both the podium and the eastern and western towers shall be natural, tactile and visually interesting and are to reflect the diverse and eclectic character of the Leederville town centre as identified within the supporting Urban Design Study to be submitted with the development application. Refer to Figures 3 and 4 for example materials palettes.

A1.8.8 - Where provided, stall risers shall be a minimum height of 0.45 metres. A1.8.9 – Commercial Ground floor glazing and/or tinting shall have a minimum of 70 percent visible light transmission to provide unobscured visibility. A1.8.10 – Security measures shall be: · Located and installed internally behind the glazing line or recessed between elements in the facade such as columns or doorway recesses; and · Transparent and visually permeable to allow views inside the building and enable internal light sources to be seen from the street. A1.8.11 - Commercial Development shall provide a protective continuous awning over the pedestrian footpath, which shall: • Be minimum height of 3.5 metres and a maximum height of 4 metres from finished floor level to the underside of the awning to accommodate under awning signage; . Be setback a minimum of 0.6 metres from the face of kerb; Respond to any existing and/or proposed verge trees; Respond to the height, depth and form of existing awnings on the subject and adjoining buildings; Respond to the slope of the site; and Integrated with the design of the facade. A1.8.12 – Verandahs and collonades are only permitted where they are constructed wholly within the lot boundaries of development site. Noise Applicable Acceptable Outcome Proposal

Element 4.7 of R Codes Volume 2 A4.7.1 Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).	Augmented	4.12.1 An Acoustic Report is to be prepared by a suitably qualified acoustic consultant and submitted with any development application to address noise generated from existing entertainment venues within the Leederville town centre, and transport noise as per State Planning Policy 5.4 – Road and Rail Noise.
A4.7.2 Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.		
A4.7.3 Major openings to habitable rooms are oriented away or shielded from external noise sources.		

Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with City's response to each comment.

Comments Received in Support:	Administration Comment:
General Comments	
 The proposed development would act as a catalyst for more residents in Leederville, and develop a sustainable and liveable inner-city environment. The proposal would greatly benefit the area by attracting more residents, workers and visitors to sustain the Leederville economy and contribute towards a vibrant community. The proximity to public transport is the ideal location for such a development. Leederville is identified as a Secondary Centre under State Planning Policy 4.2 – Activity Centres in Perth and Peel, and has a target of 35 dwellings per hectare under Perth and Peel @ 3.5 million. Developments of this scale will assist in ensuring this target can be achieved whilst alleviating pressure on more sensitive areas. 	The comments in supported are noted.
Height and Bulk Although the height is a hig step, the location of the site near the	The comments relating to the location of the subject site and support for high
 Although the height is a big step, the location of the site near the Mitchell Freeway, Water Corporation and Leederville Train Station would be the least intrusive for a high density building in regard to off-site amenity impacts. Supportive of the concept of high density development, however considers that a height of 15 storeys would be more appropriate. The site is in an optimal location for a high density development. Considering the high level of amenity and public transport links, the height should be increased to 30 storeys or higher to make appropriate use of the block. It would not be appropriate to have buildings of this height in the centre of Leederville, however it is noted that: The Leederville Precinct Structure Plan is separately contemplating the broader future heights for development in the area; Past decisions have provided for multi-storey development adjacent to the Water Corporation; A rim of high buildings could be accommodated along the edge of the Mitchell Freeway and Loftus Street intersection where overshadowing would unlikely be an issue; and Effort has been put into focusing attention on the podium level and its interface with the public realm, rather than the towers. Although the height is marginally greater than that identified in the draft Leederville Precinct Structure Plan (including available bonuses), the western tower is below this limit. 	The comments relating to the location of the subject site and support for high density development are noted.

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Summary of Submissions:

Administration Comment:
The comments in support of the built form are noted.
 In regard to the tower design and aesthetics, the LDP identifies a number of specific design measures to be implemented as part of the built form. The LDP also identifies for an Urban Design Study to be provided to ensure that the proposed colours, materials and finishes reflect the Leederville character. This would be assessed and refined as part of any future development application, with the LDP also providing an example material pallete. The comments in support of the podium design and aesthetics are noted.
 The LDP requires a Landscape and Public Realm Plan to be provided with any future development application. This would need to demonstrate that the requirements and objectives of the LDP are met and provide for further details of the design of the public plazas. The comment in support of the movement is noted.

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Summary of Submissions:

Comments Received in Support:	Administration Comment:
Landscaping	
The north public plaza would potentially by impacted by overshadowing from the future development on No. 661 Newcastle Street. Accounting for this measures should be included to ensure that shade tolerant species are used and the area is made comfortable for use all year round, including in winter when access to winter sun would be limited.	The applicant has amended the LDP for the Landscape and Public Realm Plan to provide for further details as part of any future development application, including the selection of species to account from shadowing impact from the subject and the adjoining developments.
Community Benefits	
 The commitment towards diversity of residents through the build-to-rent and affordable housing initiatives is strongly supported. This is an important feature to support the diversity of Leederville and provide equity in the community. The provision of community purpose uses is also a welcome initiative. It is noted that if creating low-cost spaces for community purposes can produce a demonstrable benefit to the community, this should be extended to other spaces in the development, including the parking space along the Water Corporation drain rather than these being converted into additional commercial spaces. These initiatives should be extended for longer than the 10 years currently proposed. In the life of the building this is relatively short and would be unfortunate if the building was sold to a future owner who removes the community benefits after this specified period for economic reasons. The commitment to identify and measure goals to achieve of One Planet Living is appreciated, however there is a missed opportunity to provide commitments related to decarbonisation, waste management, selection of materials and water management. It would be relatively easy for such initiatives to be incorporated. The development provides numerous improvements to the public realm. The provision of the public plaza areas, pedestrian access ways and community infrastructure more than warrants the additional height being 	 The comment in support of affordable housing is noted. Following advertising the applicant consolidated the requirements for build-to-rent and shared ownership into one provision related to affordable housing. This would need to be demonstrated through a Management Plan as part of any future development application. The comment in support of community purpose uses are noted. There would be no restriction on the applicant to consider further community-oriented uses as part of the development, including along the Water Corporation infrastructure. In relation to the timeframe for the community spaces, 10 years was identified as an adequate time to establish the success and viability of such spaces. At the conclusion of this period it would be open to the owner to extend the period if these spaces have been successful, or to seek alternative ways of activating the spaces if they have not. Following consultation the One Planet Living requirements were removed as a proposed community benefit. This is because the role of the City is assessing and measuring these principles through a development application was unclear as the targets are not easily quantifiable. One Plant Living principles are intended to be an ongoing commitment to particular actions over the lifetime of the development. Notwithstanding the applicant has indicated that they would still intend to deliver on One Plant Living principles as part of any future development. The comment in support of the public realm improvements is noted.
supported Traffic	
Supportive of the proposal provided that traffic is appropriately considered by encouraging public transport use to avoid adding additional cars to an already congested area.	The provision of a high density mixed use development on the subject site within the Leederville Town Centre is consistent with the actions of the City's Accessible City Strategy to support a mode shift towards public and active transport use. The applicant has submitted a traffic report with the proposal, which has been reviewed by the City and identifies that increased traffic from the development would remain within the acceptable limits established by the Transport Guidelines.

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Summary of Submissions:

Comments Received in Support:	Administration Comment:
<u>Other</u>	
Water, energy and waste infrastructure should be located along the Water Corporation area to provide a consolidated 'infrastructure spine' to assist future redevelopment within the precinct.	Noted. The applicant would be required to liaise with the relevant infrastructure providers and the Water Corporation in relation to the provision of services within its easement.

future redevelopment within the precinct.	within its easement.
Comments Received in Objection:	Administration Comment:
General	
 Concerned about the development not complying with the relevant requirements, including height, setbacks, boundary walls, depth, design and density. The proposal fails to deliver on principles of good urban design, landscaping, strengthening of the community, aesthetics and public safety. 	The purpose of the LDP is to establish new requirements which would apply to future redevelopment of the subject site. In some instances these requirements depart from the existing acceptable outcomes, while in other instances, the LDP establishes requirements which would be over and above the existing planning framework. The acceptability of each of these requirements is outlined within the report. The proposal has been referred to the City's DRP on five separate occasions. Through this the DRP has advised that the proposal has suitably addressed the overarching principles of the Built Form Policy, including in regard to Landscaping, Community, Safety and Aesthetics.
<u>Height</u>	
 The development does not come close to meeting the five storey height limit of the Leederville Masterplan which have been through consultation and are accepted by the community. The application should have been rejected from the start. A building of this height would be more appropriately located within the City of Perth. The draft Leederville Structure Plan which indicates a height of 18 storeys with a maximum height of 23 storeys to recognise public use. The proposal does not indicate such a public use, and would be contrary to the requirements of the R Codes Volume 2 to respond to the future scale and character of the area. There are no other buildings of equivalent size approved or planned in the area. The proposed height would set a precedent for the destruction of the Leederville Town Centre. The development is excessive, out of character, and not in keeping with the surrounding area which consists 	 The Leederville Masterplan was adopted in 2012 and establishes a five storey height limit for the site. The proposed height is not inconsistent with the broader context of the Leederville Masterplan, which identifies heights increasing from eight to 16 storeys on the Frame Court carpark and at the corner of Leederville Parade and Oxford Street, as well as 16 to 24 storeys on the Water Corporation landholding. Recently at its meeting on 14 September 2021, Council recommended that the WAPC approve the LPSP. This would replace the Leederville Masterplan and is discussed further below. The LPSP identifies that a maximum height of 23 storeys would be permitted on the subject site, provided that the Mandatory and 100 points of Additional Criteria are achieved. The proposed LDP would achieve this criteria to be permitted the 23 storey height. Although the LDP proposes an additional two storeys (25 storeys), it would have a maximum height of 23 matres.
of modest mixed use dwellings and character homes. The proposed height is more than three times the height of the existing approved buildings in Leederville, including No. 636-640 Newcastle Street. • The development would adversely impact on the skyline of Leederville, including the gateway intersection of Newcastle Street and Loftus Street.	 81.9 metres, which is less than the maximum 82 metres identified within the LPSP. While there are currently no developments of this scale existing within Leederville, as identified in both the Leederville Masterplan and LPSP, the area would experience developments of a similar height in the future. The applicant has provided visual impact studies to determine the impact

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Summary of Submissions:

Comments Received in Objection: Administration Comment: based on particular vantage points within the town centre and beyond, Supportive of providing increased housing density, however the including the Loftus Street and Newcastle Street intersection. The study proposed height is far too high and would have a detrimental impact on concluded that the visual impact would be moderate from this position the quality of life of residents. because the proposal would not be screened by existing buildings and The proposed height would result in overshadowing to the existing vegetation. Notwithstanding this, there would be no impact on the existing Frame Court carpark, William Traylen Park, pedestrian paths to Oxford views of the built form character of the town centre as this is not currently Street and future community spaces. visible from this location. As noted above, based on the current heights Additional information should be provided, including large scale shadow permitted on surrounding sites under the Leederville Masterplan, this diagrams for all months between dusk and dawn at two hour intervals, would change the Leederville skyline irrespective of the proposed LDP. and 3D diagrams at 20 metre intervals to demonstrate the visual impact Any future development application would need to demonstrate of the development. consistency with the requirements of the R Codes Volume 2 to ensure that Suggested heights from submitters included a range of heights, such as: the amenity of future residents of the development is appropriate. 3-4 storevs: The R Codes Volume 2 assesses the impact of overshadowing based on 4-5 storeys; the shadow cast at midday of 21 June, which would fall directly to the 5-10 storeys; south. The shadow from the proposal would fall to the south, and onto the 6-8 storeys; Water Corporation landholding, which consists of its administration 10 storeys; building, a carpark and a portion William Traylen Park (which is privately 12 storeys. owned and not counted as POS). The shadow cast would also extend onto Leederville Parade and the Mitchell Freeway. The applicant has also modelled the overshadowing throughout the year and identifies that at its worst, shadow falling to the west would be predominantly contained to the Frame Court carpark and not extend to the current Oxford Street reserve. In respect to the Leederville Skate Park the shadow would fall largely to areas which are already roofed or covered by tree canopy. The shadow would not extend to pedestrian paths along Oxford Street. As noted above the applicant has provided visual impact and overshadowing diagrams to determine the impact of the proposed height. Administration is satisfied with the information provided. The suggested heights received through the consultation period are

noted.

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Summary of Submissions:

Comments Received in Objection:	Administration Comment:
Building Bulk and Scale	
 The bulk and scale is not in keeping with the streetscape and would be detrimental to the village character of Leederville. The proposal would attract people to Leederville, however at the cost of setting a negative bulk and scale precedent, given the large amount of the lot which is to be developed as a building. This is due to the little open space, lack of human scale at the street and podium level, and lack of pedestrian-friendly access. Supportive of providing increased housing density, however the proposed height is far too high and would have a detrimental impact on the quality of life of residents. This is as a result of the apartments being designed for wealthy people, and being located so distant from streets these people would become disconnected from the community. Acknowledges the need for additional density but the proposal would be at the expense of the character of Leederville. 	 The LDP includes requirements in respect to the public domain interface and the podium design. These requirements would ensure that the development presents at a human scale and responds to the human scale. The LDP also includes the provision of pedestrian links and defined entrances to assist with legibility and wayfinding. The public plazas would provide urban spaces on the ground level which equate to 10.4 percent of the site area and would incorporate landscaping. As noted above the subject and surrounding sites under the Leederville Masterplan have been identified for high density development. The LDP includes the provision of pedestrian links to provide for access into and through the Leederville Town Centre. The LDP also requires a minimum of 10 percent of apartments to be provided for affordable housing to contribute towards a diverse demographic. The LDP includes requirements relating to the aesthetics of the development to ensure that the built form appropriately responds to the character of Leederville. These relate to design features as well as the use of colours, finishes and materials. The response to the Leederville character embedded within the LDP has been supported by the City's DRP.
Building Setbacks and Boundary Walls	
Boundary Setbacks	Boundary Setbacks
 The proposed building setbacks do not complement or reinforce the existing character of Leederville and are not in keeping with the desired streetscape. The proposed building setbacks result in poor passive surveillance outcome and insufficient separation to neighbouring properties. The ground level setbacks are insufficient to allow for civic use and a diversity of land uses. The setbacks of the Leederville Masterplan represent an agreed expectation by the community, while the design principles of the R Codes Volume 2 identify the benefit of building setback. Both of these are ignored by the proposal. 	 The Built Form Policy seeks to achieve a strong urban edge through the provision of nil setbacks to the street. The LDP permits a nil setback to the street for the podium which is consistent with the Built Form Policy, while also providing opportunities for northern and southern public plazas which would contribute to the public realm. Under the Built Form Policy, nil setbacks would be permitted for all boundaries, inclusive of the podium and towers and irrespective of height. The LDP seeks to introduce minimum setback requirements to provide for separation to adjoining properties. The LDP also provides for active frontages on the ground floor, with the apartments located within the podium to provide passive surveillance to the public ream whilst maintaining visual privacy. The proposed setbacks to the north and south of the podium provide for a strong urban edge, while also incorporating landscaping as part of the plazas. The proposed setback to the west provides for the provision of a north-south pedestrian link to encourage activation of the ground floor.

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Summary of Submissions:

Comments Received in Objection:	Administration Comment:
	The Leederville Masterplan includes setbacks related to the fourth storey and above being setback 5 metres from the street, with the remaining setbacks guided by the Built Form Policy which are permitted to be nil. The proposed LDP is consistent with the relevant Element Objectives of the R Codes Volume 2.
Boundary Wall Height The proposed boundary wall height is unacceptable and results in offensive massing.	Boundary Height In respect to the podium boundary walls, nil setbacks are currently permitted under the Built Form Policy with no limitation on height. The proposed five storey height imposes a limit on the height of boundary walls. The development abuts an easement for drainage infrastructure to the north. While the ultimate outcome is for this to be a formalised pedestrian link, there is currently limited amenity in this area, given it adjoins the rear of existing two storey commercial developments which front onto Newcastle Street. To the east the development abuts uncovered parking bays and plant equipment on the Water Corporation site, with uncovered parking bays and plant equipment adjacent to the proposed development. The provision of a five storey boundary wall would not significantly impact on the amenity of this area.
<u>Car Parking</u>	
 Development Parking The development provides insufficient parking to accommodate the needs of the residents and will result in this spilling over into on-street parking bays. There has been no detail relating to the provision of on-site parking as part of the development. Most apartments require two parking bays, and if only one is provided this would impact on the availability of public parking. Query if the City has undertaken research to verify that resident parking would not be required. 	Development Parking The LDP does not propose any on-site parking requirements, aside from the provision of a minimum of two car share service bays. Any future development application would be required to provide resident, visitor and non-residential parking in accordance with the respective requirements of the R Codes Volume 2 and the City's Parking Policy.
Public Parking The development will increase pressure on the limited public parking in the area, including on-street and off-street. The removal of further parking bays in Leederville would result in increased pressure which has been an issue since the ABN development was constructed on public parking.	Public Parking As noted above any future development application would need to provide adequate on-site residents, visitors and non-residential parking. Should a shortfall be proposed, this would be assessed against the relevant objectives and having regard to the adequacy and availability of public on and off-street parking in proximity to the development. The LDP is not proposed on the Frame Court carpark, and is located on the adjoining site to the east. The provision of a pedestrian link would require modifications to the Frame Court carpark to facilitate a 3 metre width. This would likely result in the removal of one parking bay, however this would not detrimentally impact on the accessibility of public parking.

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Summary of Submissions:

Comments Received in Objection:	Administration Comment:
Building Design	
 It is unclear how vehicle access points would be safe, avoid conflicts with pedestrians and cyclists, and have a reduced visual impact on the streetscape. It is unclear how the building façade of the podium references the local character and provides for visual interest. The street level is isolated from the public domain and is unattractive. The design of the towers does not provide for any visual interest. The proposal does not provide for any detail of the tower design or aesthetics of the development. It has not been demonstrated how the materials and elements are consistent with to reflect the character of Leederville. 	 There is no pedestrian path currently provided along the south of the subject site and the LDP proposes to rationalise existing crossovers to the subject site from two to one. This would reduce the visual impact on Frame Court and not adversely impact on pedestrians or cyclists. The LDP requires the podium façade to present at a human scale and incorporate articulation, openings, and active frontages to provide for visual interest. The LDP includes requirements related to the tower design and overall aesthetics. In regard to the tower design, articulation is to be achieved through curved facades, the provision of major openings and balconies, vertical landscaping and the use of colours, finishes and materials. In regard to the overall aesthetics, this is to reflect the Leederville character and would be identified through an Urban Design Study. Example materials have also been included within the LDP. The response to the built form and aesthetics of the proposal have been supported by the City's DRP.
<u>Urban Design</u>	
 Supportive of providing increased housing density, however the proposed height is far too high and would have a detrimental impact on the quality of life of residents. This is as a result of the apartments being designed for wealthy people, and being located so distant from streets these people would become disconnected from the community. The development does not provide for connectivity with the Leederville main street and the proposed public and community spaces would become urban wastelands. The public domain interface has not been designed to enhance crime prevention or present an attractive street presence. The 'Town Square' would be too small to act as a proper civic space, and the 'Forecourt' is oriented to south and has no connectivity. The 'Street' and 'Incubator' would be sited between a multi-storey carpark and the apartment building and would be overshadowed for a large part of the day. 	 As noted above the subject and surrounding sites under the Leederville Masterplan have been identified for high density development. The LDP includes the provision of pedestrian links to provide for access into and through the Leederville Town Centre. The LDP also requires a minimum of 10 percent of apartments to be provided for affordable housing to contribute towards a diverse demographic. The LDP includes requirements related to the public domain interface, to create an attractive street presence and provide for casual surveillance. This would be achieved through activated ground floor tenancies, the provision of a continuous awning along the southern, western and a portion of the northern sides of the development, and the treatment of the pedestrian entries. The public plazas are not intended to act as large civic spaces, but rather urban spaces used for informal gatherings and co-located with landscaping. These spaces would be connected to the development by pedestrian links facilitated by the provision of an awning to southern, western and northern frontages. It is noted that the development of surrounding sites would result in shadow falling to the ground floor tenancies, however this in largely unavoidable given the location and orientation of the subject site.

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Summary of Submissions:

Comments Received in Objection:	Administration Comment:
Building Depth and Separation	
Building Depth There is no need to exceed the 20 metre apartment depth to construct suitably sized apartments. The additional depth adds to the bulk of the buildings. The proposed building depth is insufficient due to the layouts of the apartments not being designed to have access to winter sun.	Building Depth The building depth is appropriate given the subject site is provided with a northern orientation and minimum ceiling heights of 3.2 metres are required, which would optimise daylight and solar access, along with natural ventilation. The requirements for major openings and balconies being provided would also assist with articulation of the building.
Building Separation The proposed reduced building separation would be unappealing as it would compromise on adequate visual privacy being provided. The proposed building separation is not proportionate to the building height and is insufficient to provide for winter sun.	Building Separation The building separation is appropriate as the internal tower setbacks vary between 12 metres and approximately 36 metres, which assists to provide for a sense of space between the towers, and provides access to sunlight and natural ventilation. Any future development application would need to demonstrate consistency with the Element Objectives of the R Codes Volume 2 in respect to visual and acoustic privacy being achieved between apartments, which would be dependent on the location of major openings and balconies.
The landscaping design has not been indicated and would be impacted by shadowing from the development. Query how the City would ensure that any landscaping indicated is delivered on-site.	The LDP requires a Landscaping and Public Realm Plan to be provided as part of any future development application. This would provide further details in respect to the design of landscaping areas, including the selection of shade tolerant species. Any development approval would include a condition for the implementation of an approved Landscaping Plan. The implementation of this plan would be required as part of issuing any occupancy permit for the development.
Traffic The density of the development will result in increased traffic, placing further pressure on already congested roads during peak hour. This includes Newcastle Street, Loftus Street and Oxford Street, and the intersection of Loftus Street and Leederville Parade. There has been no mention of how vehicles will enter and exit the site, acknowledging that the Newcastle Street and Loftus Street intersection is already congested during peak hour.	The LDP was supported by a TIA which considered the impacts of additional traffic on the existing road network. Access to the site would be provided from Frame Court to the south. Frame Court also extends through to Newcastle Street to the north, however this portion is not a dedicated road as it runs through the Water Corporation site and was excluded from the TIA. As a result the key focus of the TIA was on the Frame Court and Leederville Parade intersection. The TIA identified that there would an AM peak increase of 9.1 percent and a PM peak period increase of 12.1 percent at this intersection. While this would result in some delays for vehicles turning right into and out of Frame Court, this would still remain within the acceptable threshold established by the Transport Guidelines. It is also noted that the TIA did not consider works MRWA will be undertaking to install a central median within Leederville Parade. These works would restrict this intersection to left-in/left-out only and not permit these right turn movements where the main impact was identified.

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Summary of Submissions:

Comments Received in Objection:	Administration Comment:
The City should not include wording on the consultation form that if no comment is received it is assumed that there is no objection as this is misleading. Little has been publicised about the development. Direct consultation should have been undertaken with all residents of the City of Vincent.	 The City includes wording on the community consultation form advising that if no submissions are received it is assumed that there is no objection to the planning matters raised within an application. The inclusion of this wording does not imply that if no objection is received, that the proposal is supported. This summary of submissions captures the comments received in respect to the proposal during the consultation period. The City undertook community consultation for 21 days. The method of advertising included a sign on site, notification in the local newspaper, 3,629 letters mailed to all owners and occupiers within 750 metres of the subject site, email notification to those who had previously submitted on the Design Leederville project, and a social media post. The proposal formed part of the City's Consultation Open Day which was held on 29 May 2021.
 Other Fire safety is a concern for taller buildings as it becomes more difficult to evacuate higher levels. The area is currently overdeveloped with apartments. Noise pollution would increase as a result of the development. The proposal should articulate how noise transmission between apartments would be mitigated. Given the development is inconsistent with the Leederville Masterplan, an appeal would be sought. There is not adequate infrastructure in the area to support such a rapid increase in density, such as schools. High density development encourages low demographic people to live in the area. 	 Any future development would need to satisfy the relevant fire requirements of the Building Codes of Australia (BCA) and National Construction Codes (NCC). There is no restriction on the number of apartments that can be provided within the locality under LPS2. Market demand is not a relevant planning consideration. Any future development would need to satisfy the relevant noise requirements of the BCA and NCC. There are no third party appeal rights within Western Australia. As part of the LPSP an assessment was undertaken in relation to the adequacy of schools in the area. The Department of Education has confirmed that additional land is not required to be set aside within Leederville for public schools. The LDP seeks to contribute towards dwelling and demographic diversity within Leederville through the provision of affordable housing and dwelling diversity.

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Summary of Submissions:

Co	mments Received Expressing Concern:	Administration Comment:
Ge	neral_	
•	Independent and local business should be supported and prioritised where possible for the commercial tenancies. The ground floor and outdoor spaces should be designed to reflect the traditional owners of the area and its history, to create a sense of place.	 The planning framework does not provide the ability to restrict or prioritise particular tenants. Notwithstanding the City would encourage bespoke and local businesses to be supported within any future development and to contribute towards the vibrancy of the Leederville Town Centre. The City acknowledges the history and traditional owners of the site, and would encourage the applicant to incorporate this.
Co	mmunity Benefits	
·	The provision of affordable housing is supported, provided that the property is maintained and washing isn't hung out on the balconies. The build-to-sell and build-to-rent should be spread throughout both towers, rather than separated to encourage diversity. Further clarification on the delivery of affordable housing is required to ensure that it is achievable, including: Has the Housing Authority agreed to the program and do they have funding for this? Are there alternative community housing providers which could fund and manage the program? How would eligibility for tenants be determined and managed? Why is there no commitment to a minimum percentage being provided, as 'a portion' is not a valid planning condition? The dwelling diversity targets should be revised to provide for a minimum of 10 percent of three bedroom apartments, to attract families into the Leederville Town Centre. The ground floor use is supported and art installations should be encouraged. This space should be used for events as well, and must be managed to avoid it becoming a storage space. The community benefits are insufficient to support the scale of development. The small area of landscaping would ordinarily be	 The ongoing maintenance of apartments would be the responsibility of the future strata for the development. The future development application would need to satisfy the requirements of the R Codes Volume 2 in relation to providing adequate drying facilities, so that balconies are not relied upon for clothes drying. The applicant has advised the build-to-rent and build-to-sell would be located in separate towers due to the requirements in relation to a future strata scheme. As noted above, the affordable housing requirements were consolidated following consultation. A Management Plan would be required as part of any future development application to outline details relating to the 10 percent of build-to rent apartments to be provided, including operation, tenure subsidy details and ownership arrangements. The LDP requires a minimum of 10 percent of three bedroom dwellings to be provided as part of the dwelling diversity targets. The use of a cultural facility on the ground floor would be secured through a condition of development approval to ensure that it is used for the intended purpose. The LDP has been supported by an Economic and Social Benefit Analysis. This outlined that the proposed benefits would:
•	development. The small area of landscaping would ordinarily be required to be provided as on-site landscaping in any other development. This space, and the proposed pedestrian access lane are too small to be functional for the public, and are not in an accessible location. These should be increased in size and secured through either ceding to the State or through a public access easement. The success of the public plazas and commercial tenancies would depend on effective pedestrian and transport linkages from the site to the Leederville Train Station and central Leederville. These linkages should be well designed and legible, and connect directly to the public plazas and building entrances while being separated from car parking.	 Cater for new demographics through the provision of affordable housing and dwelling diversity; Increase and diversify the retail, art and food and beverage offerings through new spaces and lease options; Create new community spaces and pedestrian networks to define the neighbourhood; and Provide for greater employment opportunities and enhancing economic activity within Leederville. In respect to landscaping, while there is a shortfall in deep soil areas, the LDP provides for on-structure planting on the podium and within the towers which exceeds the requirements of the R Codes Volume 2. In

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Summary of Submissions:

Comments Received Expressing Concern:	Administration Comment:
 The linkages should also be provided with shade from the outset of the development, and not rely on the canopy from trees as they reach maturity. The business incubator and co-working space is small. A larger space should be provided to be more functional and provide flexibility for future uses. An advisory committee should be set up to advise on the use of the community art space and business incubator space to select the most appropriate manager of these spaces. This should be an ongoing initiative to ensure that contributes towards community ownership of the space, and ensure its ongoing maintenance and relevance. 	respect to the pedestrian link, a total width of 3 metres would be achieved through a combination of the building being setback and works within the Frame Court carpark. The public plazas would provide for urban spaces, and equate to more than 10 percent of the site area, consistent with the targets identified in the LPSP. Through any future development application, the best mechanism to secure these would be investigated. It is noted that the ceding of these areas would require the City to become responsible for the cost of maintaining these spaces. • The LDP requires the ground floor tenancies to be activated to the pedestrian links, to provide a legible pedestrian environment. A pedestrian awning is provided to these links to provide for weather protection. In regard to wider pedestrian connections with the town centre and train station, the Leederville Town Centre Place Plan outlines a number of actions to be investigated and implemented by the City to improve accessibility into and through the town centre. • The LDP requires for a Management Plan to be provided which outlines how these spaces would be operated, managed and maintained.
Aesthetics The proposal doesn't reflect the eclectic and grungy character of Leederville. This should be refined, and reflected in the ground floor design and public spaces.	As noted above, the LDP includes requirements related to the public domain interface, podium and tower design, and aesthetics. These would be required to be further refined and supported by an Urban Design Study in respect to colours, finishes and materials to reflect the Leederville character. Similarly a Landscape and Public Realm Plan would also be required to detail the design of the northern and southern public plazas.
Setbacks The towers should be setback from the podium in all location, and especially adjacent to public plazas. These spaces need to present at a human scale and reduced the effects of downward wind from the tower elements.	As noted above the Built Form Policy permits nil setbacks to all boundaries with no limitation on height. The LDP permits a nil setback to the street for the podium which is consistent with the Built Form Policy in this regard, while also providing opportunities for northern and southern public plazas which would contribute to the public realm. In relation to the towers, the LDP requires these to be setback from the podium, with the exception of encroachments into the northern and southern plazas. This would contribute towards visual interest and opportunities for shade within these spaces.

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Summary of Submissions:

Comments Received Expressing Concern:	Administration Comment:
Car Parking	
 The proposal includes insufficient information regarding parking for residents of the development, and appears to rely on existing public parking next to the site. It is unclear what would happen if this site was redeveloped. The development should limit car parking to a maximum of one car bay per dwelling and provide on car share bay for every 20 dwellings. End of trip facilities are more appropriate to be provided for commercial developments, and not for residents. Details for the provision of secure bicycle parking for residents should be provided. End of trip facilities should be provided which exceed the City's standards. By providing more than the minimum this would encourage active transport. Bicycle hire and car sharing and pooling should be encouraged, along with the provision of electric car charging stations. 	 As noted above, any future development application would be required to provide on-site resident, visitor and non-residential parking in accordance with the respective requirements of the R Codes Volume 2 and the City's Parking Policy. There are currently no minimum car share requirements within the planning framework. The LDP proposes to include a requirement for a minimum of two car share bays. In regard to resident parking, the R Codes Volume 2 requires a minimum of one car bay per dwelling. End of trip facilities would be required to be provided for non-residential tenancies in accordance with the City's Parking Policy. Details of these facilities would be provided as part of any future development application. As noted above, the LDP includes a requirement for a minimum of two car share bays to be provided. The City encourages alternative transport to be provided, including in respect to electric vehicle charging infrastructure and bicycle parking to support transport mode shifts.
 The developer should be required to plant mature trees to ensure that the intended canopy coverage it provided from the outset. The site coverage of the development should be reduced to provide larger areas of landscaping and deep soil areas. On-structure planting does not have the same environmental and amenity benefits as deep soil areas. 	The benefits of mature planting from the outset are noted. The LDP requires the provision of a Landscaping and Public Realm Plan which would include details related to the appropriate species selection as well as the size of the trees. The provision of on-structure planting is supported by the R Codes Volume 2 and would provide for tree planting which exceeds the minimum requirements. The provision of trees across all levels of the development would provide for an appropriate level of amenity across all levels of the development for pedestrians and residents, and would be consistent with the intent of the R Codes Volume 2 and the Built Form Policy in contributing towards greening within the town centre.
Sustainability The development should commit to achieving a 5 star Green Star rating. If supported the development should be required to achieve formal GBCA certification to achieve a 5 star Green Star rating, along with formal One Planet Living certification.	Any future development application would be required to demonstrate consistency with the ESD requirements of the Built Form Policy. This would require the development to achieve either a 5 star Green Star rating or undertake a Lifecycle Assessment. The City's Built Form Policy does not require formal green star certification to be achieved, however the applicant is not precluded from pursuing this. As noted above the One Plant Living requirements were removed as these would not be able to implemented or measured by the City. Notwithstanding the applicant has advised that it is still intended for these measures to be implemented as part of any future development.

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Summary of Submissions:

Comments Received Expressing Concern:	Administration Comment:
<u>Traffic</u>	
If the development is approved, Leederville Parade should be widened to two lane to address congestion on the morning peak period heading east towards Loftus Street.	There are no current plans for Leederville Parade to be widened, however MRWA are intending to construct a central median as part of its Black Spot Program to restrict access to Frame Court to left-in/left-out only.
Public Transport The No. 15 bus route should be modified to no longer travel up Oxford Street. The bus stop along Oxford Street should be relocated to outside the Leederville Train Station and the bus be rerouted along Leederville Parade and Loftus Street. This would free Oxford Street up to become a pedestrian zone.	The Leederville Town Centre Place Plan identifies for the City to advocate to the Public Transport Authority and the Water Corporation for the No. 15 bus route to be relocated from Oxford Street to through the Water Corporation's landholding to connect Leederville Parade and Newcastle Street.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Item 9.2- Attachment 11 Page 307

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Summary of Submissions:

The tables below summarise the comments received during the advertising period of the proposal, together with the Applicant's response to each comment.

Co	nments Received in Support:	Applicant Comment:
Gei	neral Comments	
•	The proposed development would act as a catalyst for more residents in Leederville, and develop a sustainable and liveable inner-city environment.	Noted and agreed
•	The proposal would greatly benefit the area by attracting more residents, workers and visitors to sustain the Leederville economy and contribute towards a vibrant community.	
•	The proximity to public transport is the ideal location for such a development.	
•	Leederville is identified as a Secondary Centre under State Planning Policy 4.2 – Activity Centres in Perth and Peel, and has a target of 35 dwellings per hectare under Perth and Peel @ 3.5 million. Developments of this scale will assist in ensuring this target can be achieved whilst alleviating pressure on more sensitive areas.	
Hei	ght and Bulk	
	Although the height is a big step, the location of the site near the	Noted and agreed except for comments on maximum height of 15 storeys
	Mitchell Freeway, Water Corporation and Leederville Train Station would be the least intrusive for a high density building in regards to off-site amenity impacts.	(refer to comments below under 'Height')
•	Supportive of the concept of high density development, however considers that a height of 15 storeys would be more appropriate.	
•	The site is in an optimal location for a high density development. Considering the high level of amenity and public transport links, the height should be increased to 30 storeys or higher to make appropriate use of the block.	
•	It would not be appropriate to have buildings of this height in the centre of Leederville, however it is noted that:	
	 The Leederville Precinct Structure Plan is separately contemplating the broader future heights for development in the area; 	
	 Past decisions have provided for multi-storey development adjacent to the Water Corporation; 	
	 A rim of high buildings could be accommodated along the edge of the Mitchell Freeway and Loftus Street intersection where overshadowing would unlikely be an issue; and 	
	 Effort has been put into focusing attention on the podium level and its interface with the public realm, rather than the towers. 	
•	Although the height is marginally greater than that identified in the draft	

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Summary of Submissions:

Comments Received in Support:	Applicant Comment:
Leederville Precinct Structure Plan (including available bonus western tower is below this limit.	ses), the
Built Form	
The development is of a high quality and the built form and m what should be achieved for a site in an inner-city node. The extent of ground floor activation is supported and will assencouraging pedestrian activity through the precinct, includin from the train station. Aesthetics	sist in
The appearance of the towers does not capture the essence Leederville as they: Are not integrated with the podium design; Are too glassy and glossy, and lack the grunginess and grund that contributes towards the authentic character; Do not provide for opportunities for residents to have visu conversational links with those ate ground level or in the themselves; and Provide little opportunities to show evidence of human living adaption and improvisation of living spaces. A redesign of the appearance of the towers to ensure they replaced.	information on the design aesthetics. Note that the DRP made the following observation in respect to the materials: Choice of materials and finishes, their combination and overall façade treatments, particularly within the podium levels, indicate a high visibility and owers ng, or Note that the appearance of the towers will be refined at the development application stage in consultation with the Design Review Panel.
The extensive design work done on the podium, including the textures and treatments is welcome. This is a valuable tool to impact of the building height, and responds well the Leedervi Further refinement should occur through the development approcess.	o offset the lle context.
The aesthetic statements are consistent with the supporting i the Local Development Plan, and should be carried through t development approval stage.	
Streetscape and Public Realm	
The concept of the buried wetland being bought to the surface supported, however is not reflected in the landscape architect public realm of the current design could be strengthened to be and reflective of the Leederville character, rather than a generate The function and use of these spaces by the community, including should also be contemplated.	eture. The lead is the distinct series design.

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Summary of Submissions:

Cor	nments Received in Support:	Applicant Comment:
•	The development provides the opportunity for a grid pattern of laneway and street movement around the site which is strongly supported. The City and Water Corporation are encouraged to support these initiatives and contribute towards the creation of this movement pattern.	Noted and agreed
Lan	dscaping	
•	The north public plaza would potentially by impacted by overshadowing from the future development on No. 661 Newcastle Street. Accounting for this measures should be included to ensure that shade tolerant species are used and the area is made comfortable for use all year round, including in winter when access to winter sun would be limited.	Noted. This will be addressed at the development application stage.
Cor	nmunity Benefits	
•	The commitment towards diversity of residents through the build-to-rent and affordable housing initiatives is strongly supported. This is an important feature to support the diversity of Leederville and provide equity in the community.	Noted and agreed
•	The provision of community purpose uses is also a welcome initiative. It is noted that if creating low-cost spaces for community purposes can produce a demonstrable benefit to the community, this should be extended to other spaces in the development, including the parking space along the Water Corporation drain rather than these being converted into additional commercial spaces.	Noted. This will be addressed at the development application stage.
•	These initiatives should be extended for longer than the 10 years currently proposed. In the life of the building this is relatively short and would be unfortunate if the building was sold to a future owner who removes the community benefits after this specified period for economic reasons.	Noted. This will be addressed at the development application stage.
•	The commitment to identify and measure goals to achieve of One Planet Living is appreciated, however there is a missed opportunity to provide commitments related to decarbonisation, waste management, selection of materials and water management. It would be relatively easy for such initiatives to be incorporated.	The Greenstar accreditation is considered adequate to address the sustainability requirements of One Planet Living.
•	The development provides numerous improvements to the public realm. The provision of the public plaza areas, pedestrian access ways and	Noted and agreed

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Summary of Submissions:

Comments Received in Support:	Applicant Comment:
community infrastructure more than warrants the additional height being supported	
Supportive of the proposal provided that traffic is appropriately considered by encouraging public transport use to avoid adding additional cars to an already congested area.	Noted and agreed
Water, energy and waste infrastructure should be located along the Water Corporation area to provide a consolidated 'infrastructure spine' to assist future redevelopment within the precinct.	This will be dependent on the support of the Water Corporation,

Comments Received in Objection:	Applicant Comment:
General	
Concerned about the development not complying with the relevant requirements, including height, setbacks, boundary walls, depth, design and density.	The purpose of the LDP is prescribe site specific development standards. The WAPC gave consent to prepare the LDP, stating that it is required for orderly and proper planning.
The proposal fails to deliver on principles of good urban design, landscaping, strengthening of the community, aesthetics and public safety.	The concept design and draft LDP has been presented to the City of Vincent Design Review Panel (DRP) on four occasions. The DRP concluded in its meeting minutes of 22 April 2020:
	'The proposal has embraced much of the advice provided in the previous DRP submissions and has advanced to a well-considered outcome in scale and form and sensitivity to its immediate neighbourhood showing a welcome generosity in the provision of public spaces at ground level and landscaping that extends into the upper storeys.'
Height	
The development does not come close to meeting the five storey height limit of the Leederville Masterplan which have been through consultation and are accepted by the community. The application should have been rejected from the start. A building of this height would be more appropriately located within the City of Perth.	The Leederville Masterplan provides no specific commentary or guidance on the development of the subject site and it appears that it was assumed by the Masterplan authors that the existing building would remain for the foreseeable future.
y	As a result, it is considered appropriate to compare the subject sites controls against the adjoining sites. The adjoining Water Corporation site to the east is

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Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
	identified with building heights of 16-24 storeys and the Council owned land to the west is identified with building heights of 8-16 storeys. The height of the proposed building is consistent with the building heights of the adjoining land to the east and west.
	The land to the north of the site fronts Newcastle Street, which has a five storey limit in accordance with the Leederville Masterplan. Notwithstanding this limit, the North-West JDAP at their 14 December 2018 meeting approved an 8-storey mixed use building on Lot 102 Newcastle Street. The City of Vincent Responsible Authority Report also recommended approval. Any development on the southern side Newcastle Street will screen any development of the subject site from pedestrian level.
	The draft LPSP has a deemed to comply height of 18 storeys (64.5m) and a bonus height of up to 23 storeys (82m). The LDP proposes two towers of 17 and 25 storeys. The 25 storey tower as presented to the third Design Review Panel meeting had an approximate height of 81.5m. Therefore, despite the proposed height of 25 storeys being over the bonus height of 23 storeys, the overall height is generally compliant.
	The Design Review Panel commented the following in respect to the building height:
	'The bulk and scale is considered to be appropriate given the town centre context and proximity to public transport.
	Development typology and splitting a single tall building into two towers with lower and different heights is considered to be a better outcome in relation to form and scale. The illustrations provided indicate the towers will not have an overwhelming effect on the surrounding lower scale immediate neighbourhood'
	The height proposed by the LDP of 17 – 25 storeys including a 5-storey podium is therefore considered to fit the context of the development potential of the surrounding lots.
The draft Leederville Structure Plan which indicates a height of 18 storeys with a maximum height of 23 storeys to recognise public use. The storey with a maximum height of 23 storeys to recognise public use.	The LDP is very clear about the community benefits being provided to obtain the proposed height.
The proposal does not indicate such a public use, and would be contrary to the requirements of the R Codes Volume 2 to respond to the future scale and character of the area. There are no other buildings of equivalent size approved or planned in the area	The Leederville Masterplan, which was approved by Council in 2012, identifies the adjoining Water Corporation site to the east as building heights of 16-24 storeys and the Council owned land to the west is identified with building

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Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
	heights of 8-16 storeys.
	The subject and surrounding sites are identified as Sub-Precinct Cityscape in the advertised Leederville PSP, with a maximum building height of 18 to 25 storeys depending on the provision of community benefits.
	Therefore, the height proposed by the LDP does respond to the future scale and character of the area.
The proposed height would set a precedent for the destruction of the Leederville Town Centre. The development is excessive, out of character, and not in keeping with the surrounding area which consists of modest mixed use dwellings and character homes. The proposed height is more than three times the height of the existing approved buildings in Leederville, including No. 636-640 Newcastle Street.	Refer above
 The development would adversely impact on the skyline of Leederville, including the gateway intersection of Newcastle Street and Loftus Street. 	Refer to Section 5.5.1.6 of the LDP report.
 Supportive of providing increased housing density, however the proposed height is far too high and would have a detrimental impact on the quality of life of residents. 	It is not clear how the proposed height will have a detrimental impact on the quality of life of residents. There are no dwellings in proximity to the site and the potential buildings do not overshadow or overlook any dwellings.
The proposed height would result in overshadowing to the existing Frame Court carpark, William Traylen Park, pedestrian paths to Oxford	Refer to Section 5.5.1.7 of the LDP report. Note that the Water Corporation have advised the following in respect to William Traylen Park:
Street and future community spaces.	The adjacent open space (William Traylen Gardens) is private property and may be relocated as part of a redevelopment of the Water Corporations land.
 Additional information should be provided, including large scale shadow diagrams for all months between dusk and dawn at two hour intervals, and 3D diagrams at 20 metre intervals to demonstrate the visual impact of the development. 	The overshadowing diagrams provided in Section 5.5.1.7 of the LDP report are already in excess to what is required by the R-Codes.
 Suggested heights from submitters included a range of heights, such as: 3-4 storeys; 4-5 storeys; 	Noted. These heights are contrary to the advertised Leederville PSP, which allows buildings of between 18 and 25 storeys in this location.

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Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
- 5-10 storeys; - 6-8 storeys; - 10 storeys; - 12 storeys	
Building Bulk and Scale	
The bulk and scale is not in keeping with the streetscape and would be detrimental to the village character of Leederville. The proposal would attract people to Leederville, however at the cost of setting a negative bulk and scale precedent, given the large amount of the lot which is to be developed as a building. This is due to the little open space, lack of human scale at the street and podium level, and lack of pedestrian-friendly access.	The existing streetscape is a car park, the rear of the YMCA, two commercial buildings and a building plant area. Refer to Section 6.0 Design Principles and Appendix F DRP Presentation of the LDP report for further information. The building height is compliant with the advertised Leederville PSP. The podium is in keeping the heights proposed by the Leederville Masterplan.
Supportive of providing increased housing density, however the proposed height is far too high and would have a detrimental impact on the quality of life of residents. This is as a result of the apartments being designed for wealthy people, and being located so distant from streets these people would become disconnected from the community.	A proportion of the apartments will be build-to -rent, providing the opportunity for a range of demographics to live in the building. A minimum of 10% of the build-to-rent apartments will be offered at subsidised rent and a portion of the build to sell apartments will be offered to eligible owner occupiers who can purchase a share of equity in a dwelling in a co-ownership arrangement with the Housing Authority or other housing provider.
	The subject site is within 400m (or a 5 minute walk) of the Leederville town centre and the Leederville train station.
Acknowledges the need for additional density but the proposal would be at the expense of the character of Leederville.	The subject site is located in an area devoid of character (e.g. car park, vacant lots and commercial buildings). Refer to Section 6.0 Design Principles and Appendix F DRP Presentation of the LDP report for further information.
Building Setbacks and Boundary Walls Boundary Setbacks The proposed building setbacks do not complement or reinforce the	The existing streetscape of Oxford Street, Vincent Street and Newcastle street is a nil setback.
 The proposed building setbacks do not complement of reinforce the existing character of Leederville and are not in keeping with the desired streetscape. The proposed building setbacks result in poor passive surveillance outcome and insufficient separation to neighbouring properties. 	In accordance with Built Form Policy the setbacks are controlled by the R-Codes. The setback to Frame Court is consistent with the existing built form within Leederville (e.g. nil). The draft Leederville PSP permits a nil setback to the primary street.
The ground level setbacks are insufficient to allow for civic use and a diversity of land uses. The setbacks of the Leederville Masterplan represent an agreed expectation by the community, while the design principles of the R	The proposed western setback is 1.5m. This setback is required to facilitate an active western elevation by providing adequate width for a footpath and tree retention. This setback will assist in providing a verge for the proposed access road along the western boundary of the subject site. Page 7 of 18

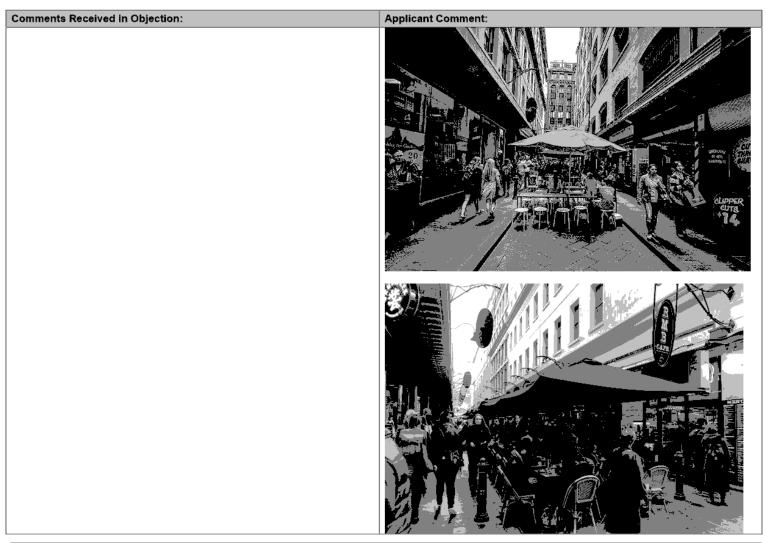
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Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
Codes Volume 2 identify the benefit of building setback. Both of these are ignored by the proposal. **Boundary Wall Height** The proposed boundary wall height is unacceptable and results in offensive massing. **The proposed boundary wall height is unacceptable and results in offensive massing.**	The rear setback to the Water Corporation infrastructure corridor is nil. The adjoining land on the northern boundary is the Water Corporation sewer, water and drainage infrastructure corridor. It is acknowledged that this infrastructure corridor may be retrofitted into a pedestrian access way in the future as part of the PSP implementation. In order to address this matter the following objective is included on the LDP: i) Respond to the future Water Corporation infrastructure corridor 'Green Link' as a key placemaking element of the precinct, through: • the provision of the northern public plaza; • active uses fronting the plaza; • murals, street art and/or greenery on the boundary wall; and • the ability for the northern elevation of the building that directly adjoins the infrastructure corridor to be activated in the future through the conversion of car parking spaces on the ground and first floor to tenancies. In respect to comments that this corridor will not be wide enough, one of the most popular laneways in Melbourne is Degraves Street. The street is 7.2m.
	most popular laneways in Melbourne is Degraves Street. The street is 7.2m wide, which is the same width as the Water Corporation Infrastructure Corridor. Abutting buildings are constructed at a nil setback and is 5 to 7 storeys high.

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Summary of Submissions:



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Summary of Submissions:

Comments Received in Objection:	Applicant Comment:
	As a local example, Eclectic Lane is 3.3m wide and the ABN headquarters is setbacks 1.5m, making a total width of 4.8m.
	Insert images of Electric Lane
	The proposed eastern setback is nil. The eastern elevation will abut the existing Water Corporation infrastructure building. A nil setback is considered appropriate due to the existing use of the neighboring property and its limited development potential due to its size and configuration.
	The DRP did not raise a concern in respect to the setbacks.
	In respect to the boundary wall height comments, it is assumed that the comment relates to the rear wall. This wall will be screened by future development and in the interim it is proposed to treat the wall with murals, street art and/or greenery.
Car Parking Development Parking The development provides insufficient parking to accommodate the needs of the residents, and will result in this spilling over into on-street	The LDP is silent on the provision of car parking except for the community benefit of provided a minimum of two share cars that will be made available to the residents and wider community. The number of parking bays will be determined at the development application stage in accordance with the Leederville Precinct Structure Plan.
 parking bays. There has been no detail relating to the provision of on-site parking as part of the development. Most apartments require two parking bays, and if only one is provided this would impact on the availability of public parking. Query if the City has undertaken research to verify that resident parking would not be required. 	There is adequate public parking within the Leederville town centre. The Frame Court public car park is predominately utilised by Water Corporation staff during the weekdays, resulting in high occupancy during working hours. The occupancy of the car parking during the weekends between 2018 and 2019 was approximately 2% - 25%. Refer to Transport Report appended to the LDP for further information.
Public Parking The development will increase pressure on the limited public parking in the area, including on-street and off-street.	The site would provide parking to support land uses proposed. The provision of bays would be assessed within a Development Application for the site.
The removal of further parking bays in Leederville would result in increased pressure which has been an issue since the ABN development was constructed on public parking.	Use of bays within public parking areas is not an entitlement for any specific employee or visitor within the Activity Centre and are provided on a commercial basis by the City of Vincent and others. Given the excellent accessibility of the Activity Centre, it would be expected that employees in the area would transition to other forms of travel mode in the future.
	It should be noted that the ABN site actually increased public parking for the Activity Centre to support night time and weekend economies

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Summary of Submissions:

Co	mments Received in Objection:	Applicant Comment:
Bui	lding Design	
•	It is unclear how vehicle access points would be safe, avoid conflicts with pedestrians and cyclists, and have a reduced visual impact on the streetscape.	In respect to vehicle access points, the only gazetted road frontage is Frame Court, therefore vehicular access has to be from this road. The entrance will be designed to provide for safe egress and access.
•	It is unclear how the building façade of the podium references the local character and provides for visual interest. The street level is isolated from the public domain and is unattractive.	Refer to Section 6.0 Design Principles and Appendix F DRP Presentation for information on the design aesthetics. Note that a development application is required, and this will address the matters raised.
•	The design of the towers does not provide for any visual interest.	Refer to Section 6.0 Design Principles and Appendix F DRP Presentation for information on the design aesthetics.
•	The proposal does not provide for any detail of the tower design or aesthetics of the development.	The application is for a Local Development Plan. Detail on the tower design will be provided at the development application stage.
•	It has not been demonstrated how the materials and elements are consistent with to reflect the character of Leederville.	Refer to Section 6.0 Design Principles and Appendix F DRP Presentation for information on the design aesthetics. Note that the DRP made the following observation in respect to the materials:
		Choice of materials and finishes, their combination and overall façade treatments, particularly within the podium levels, indicate a high visibility and pre-eminence.
Urb	an Design	
•	Supportive of providing increased housing density, however the proposed height is far too high and would have a detrimental impact on the quality of life of residents. This is as a result of the apartments being designed for wealthy people, and being located so distant from streets these people would become disconnected from the community.	Refer to previous comments
•	The development does not provide for connectivity with the Leederville main street and the proposed public and community spaces would become urban wastelands.	Refer to Appendix F DRP Presentation that demonstrates the connectivity that the LDP will facilitate.
•	The public domain interface has not been designed to enhance crime prevention or present an attractive street presence.	The building is designed to optimise casual surveillance of the public realm, by orienting all living areas and balconies towards Frame Court, the two plazas and the adjoining car park to the west.
•	The 'Town Square' would be too small to act as a proper civic space,	The plaza areas are considered appropriate for their urban context. The southern plaza fronts Frame Court, which has a shared path that provides
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Summary of Submissions:

Co	mments Received in Objection:	Applicant Comment:
	and the 'Forecourt' is oriented to south and has no connectivity.	direct access to the town centre and the train station.
•	The 'Street' and 'Incubator' would be sited between a multi-storey carpark and the apartment building and would be overshadowed for a large part of the day.	The 'Street' is oriented north-south meaning that it will received sunlight during the day.
Bui	lding Depth and Separation	
Bui	Iding Depth There is no need to exceed the 20 metre apartment depth to construct suitably sized apartments. The additional depth adds to the bulk of the buildings.	Refer to Section 5.7 Building Depth of the LDP Report.
•	The proposed building depth is insufficient due to the layouts of the apartments not being designed to have access to winter sun.	The future development application will be assessed in accordance with the R-Codes, including Element 4.1 Solar and Daylight Access
Bui •	Iding Separation The proposed reduced building separation would be unappealing as it would compromise on adequate visual privacy being provided.	Refer to Section 5.8 Building Separation of the LDP Report.
•	The proposed building separation is not proportionate to the building height and is insufficient to provide for winter sun.	The proposed building separation complies with Table 2.7 of the R-Codes Volume 2.
Lar	ndscaping	
	The landscaping design has not been indicated and would be impacted by shadowing from the development.	Refer to Section 6.0 Design Principles and Appendix F DRP that shows the landscaping design concept.
•	Query how the City would ensure that any landscaping indicated is delivered on-site.	The City can ensure that any landscaping indicated is delivered on-site via the development application process.
Tra	ffic	
•	The density of the development will result in increased traffic, placing further pressure on already congested roads during peak hour. This includes Newcastle Street, Loftus Street and Oxford Street, and the intersection of Loftus Street and Leederville Parade.	The development will result in traffic being generated. This generation of traffic within the Precinct would have been considered by the City of Vincent in assessing the Precinct Plan area and developing the Accessible City Strategy. Leederville is ideally placed for transport accessibility and the reduced

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Summary of Submissions:

Co	mments Received in Objection:	Applicant Comment:
		importance of private vehicle trips. The proposed development supports these outcomes, with specific development outcomes being assessed as part of any Development Application submitted for the site.
•	There has been no mention of how vehicles will enter and exit the site, acknowledging that the Newcastle Street and Loftus Street intersection is already congested during peak hour.	The access points to and from the site are clearly illustrated within plans submitted with the LDP. Vehicle movements to and from the site would be assessed within a Development Application over the site.
		Critically, Leederville is ideally placed for transport accessibility and the reduced importance of private vehicle trips. The site is within easy walking distance to Leederville Train Station, the Green CAT bus stop, bus stops for the No.15 route and is adjacent to the Principal Shared Path that runs alongside the Mitchell Freeway.
Pul	olic Consultation	
•	The City should not include wording on the consultation form that if no comment is received it is assumed that there is no objection as this is misleading.	To be addressed by the City.
•	Little has been publicised about the development. Direct consultation should have been undertaken with all residents of the City of Vincent.	Refer to Section 4.9 Consultation of the LDP Report. Targeted consultation was undertaken with specific stakeholders, including Leederville Connect, Water Corporation, Leederville town centre landowners and business operators
Oth	er	
•	Fire safety is a concern for taller buildings as it becomes more difficult to evacuate higher levels.	Any development of the site will need to meet the Building Code of Australia fire requirements.
•	The area is currently overdeveloped with apartments.	WAPC State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) classifies the Leederville Town centre as a Secondary Centre. Table 3 of SPP4.2 recommends a residential density target per gross hectare of 25 (minimum) and 35 (desirable) within a 400 metre walkable catchment. It is noted that there are currently no residential dwellings located within the 400 metre walkable catchment from the Leederville train station within the Leederville Town Centre. The subject site is within the 400 metre walkable catchment and the proposed development will assist in achieving these density targets.
•	Noise pollution would increase as a result of the development. The	In accordance with Development Control 4.12.1 of the LDP:

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Summary of Submissions:

Co	mments Received in Objection:	Applicant Comment:
	proposal should articulate how noise transmission between apartments would be mitigated.	An Acoustic Report is to be prepared by a suitably qualified acoustic consultant and submitted with any development application to address noise generated from existing entertainment venues within the Leederville town centre, and transport noise as per State Planning Policy 5.4 – Road and Rail Noise.
•	Given the development is inconsistent with the Leederville Masterplan, an appeal would be sought.	The Leederville Masterplan is being replaced by the Leederville PSP. The LDP is generally in accordance with the PSP.
•	There is not adequate infrastructure in the area to support such a rapid increase in density, such as schools.	The Department of Education and other Governments departments are aware of the density targets set by the State Government. Disregarded.
•	High density development encourages low demographic people to live in the area.	

С	omments Received Expressing Concern:	Applicant Comment:
<u>H</u>	<u>eight</u>	
•	Independent and local business should be supported and prioritised where possible for the commercial tenancies.	Noted. This will be addressed at the development application stage.
•	The ground floor and outdoor spaces should be designed to reflect the traditional owners of the area and its history, to create a sense of place.	Refer to Section 6.0 Design Principles and Appendix F DRP that demonstrates the cues taken from the indigenous history of the site and its surrounds.
<u>H</u>	eight	
•	Not supportive of the height as high-rise towers have demonstrated poor social, environmental and density outcomes compared with low-rise development five to six storeys in height, however the development does have some mitigating factors relating to affordable housing and sustainability.	Refer to previous comments above
•	The proposed height of the podium at five storeys does not present a human scale, and should be reduced to three storeys.	The podium height is similar to the adjoining Water Corporation building. The draft Leederille PSP permits a 4 storey podium in this location with a maximum height of 16m. The height of podium in the concept plans presented to the DRP and used to guide the LDP will present as four storeys from the public domain, with the 5 storey car park sleeved behind. The height is 15.35m., which is below the maximum height permitted by the draft PSP.

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Summary of Submissions:

Co	nments Received Expressing Concern:	Applicant Comment:
•	The height should be reduced to 21 storeys to be consistent with similar inner-city infill developments.	Infill apartment buildings in similar transit-oriented development Secondary Centres range is heights from 21 storeys (The Precinct at Canning Bridge), 24 storeys (One at Subiaco) and 25 to 29 storeys (Sabina at Canning Bridge). The draft Leederville PSP permits up to 23 storeys and maximum height of 82m.
Cor	nmunity Benefits	
•	The provision of affordable housing is supported, provided that the property is maintained and washing isn't hung out on the balconies. The build-to-sell and build-to-rent should be spread throughout both towers, rather than separated to encourage diversity.	Refer to Section 5.3 Residential Land Uses of the LDP report in respect to the location of the build-to-sell and build-to-rent apartments.
•	Further clarification on the delivery of affordable housing is required to ensure that it is achievable, including: - Has the Housing Authority agreed to the program and do they have funding for this? - Are there alternative community housing providers which could fund and manage the program?	Discussions have been held with the Housing Authority in respect to the project. An application has not been lodged with them in respect to being a housing provider partner. This will be undertaken at the development application stage, when there is more centrality in respect to the apartment types and yields.
	 How would eligibility for tenants be determined and managed? Why is there no commitment to a minimum percentage being 	There are many Housing Authority approved housing providers who can manage both the shared equity and subsidised rental apartments.
	provided, as 'a portion' is not a valid planning condition?	The eligibility for tenants will be determined at the development application stage, which a preferred housing provider is engaged.
		There is currently no commitment to a minimum percentage being provided for the shared equity housing as the final yield for the development has not been determined. This will occur once the LDP has been approved and the development application prepared.
•	The dwelling diversity targets should be revised to provide for a minimum of 10 percent of three bedroom apartments, to attract families into the Leederville Town Centre.	Development Incentive 3.2.2 of the LDP does state a Minimum 10% of apartments to be three or more bedroom dwellings.
•	The ground floor use is supported and art installations should be encouraged. This space should be used for events as well, and must be managed to avoid it becoming a storage space.	Development Incentive 3.5.3 of the LDP states that a management plan for the public facilities is to be provided prior to issue of a Building Permit demonstrating how the facility is to be operated, financed and maintained, and detailing and warranting its hours of operation.
•	The community benefits are insufficient to support the scale of development. The small area of landscaping would ordinarily be required to be provided as on-site landscaping in any other	There is no other known mixed use apartment building in Perth that has provided the amount and level of community benefit than proposed by the LDP. This is evidenced by assessing the community benefits proposed by the

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Summary of Submissions:

Applicant Comment:
LDP against the community benefit criteria in the draft Leederville PSP. The PSP states that in order to achieve the bonus height that a proposal must be assessed against the Additional Criteria and must achieve 50 points. Based on the pending LDP meeting the Additional Criteria for Dwelling Types, Public Infrastructure Improvements, Affordable Housing and community infrastructure, it achieves 110 points. Therefore, the proposed community benefits are considered more than sufficient.
In addition to meeting the draft PSP, a report into the quantifying the economic and social outcomes of the proposed community benefits has also been prepared. A copy of this report is attached.
Refer to Section 6.0 Design Principles and Appendix F DRP Presentation for information on the pedestrian linkages and landscaping.
Previous co-working spaces within Leederville have not been successful. The size of the business incubator and co-working space is considered sufficient to meet demand.
Development Incentive 3.5.3 of the LDP states that a management plan for the public facilities is to be provided prior to issue of a Building Permit demonstrating how the facility is to be operated, financed and maintained, and detailing and warranting its hours of operation.
Refer to Section 6.0 Design Principles and Appendix F DRP Presentation for information on the design aesthetics. Note that the DRP made the following observation in respect to the materials:
Choice of materials and finishes, their combination and overall façade treatments, particularly within the podium levels, indicate a high visibility and pre-eminence.

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Summary of Submissions:

Comments Received Expressing Concern:	Applicant Comment:
<u>Setbacks</u>	
The towers should be setback from the podium in all location, and especially adjacent to public plazas. These spaces need to present at a human scale and reduced the effects of downward wind from the tower elements.	Refer to comments under 'Setbacks' above.
<u>Car Parking</u>	
The proposal includes insufficient information regarding parking for residents of the development, and appears to rely on existing public parking next to the site. It is unclear what would happen if this site was redeveloped.	The LDP is silent on the provision of car parking except for the community benefit of provided a minimum of two share cars that will be made available to the residents and wider community. The number of parking bays will be determined at the development application stage in accordance with the Leederville Precinct Structure Plan.
The development should limit car parking to a maximum of one car bay per dwelling and provide on car share bay for every 20 dwellings.	This will be determined at the development application stage.
End of trip facilities are more appropriate to be provided for commercial developments, and not for residents. Details for the provision of secure bicycle parking for residents should be provided.	This will be determined at the development application stage.
End of trip facilities should be provided which exceed the City's standards. By providing more than the minimum this would encourage active transport.	This will be determined at the development application stage.
Bicycle hire and car sharing and pooling should be encouraged, along with the provision of electric car charging stations.	Development Control 4.6.1 states that the provision of a car share service (minimum 2 cars) within the development subject to agreement with car share provider.
Landscaping	
The developer should be required to plant mature trees to ensure that the intended canopy coverage it provided from the outset.	Development Control 4.7.1 requires the provision of landscaping over and above the R-Codes Volume 2 requirements.
The site coverage of the development should be reduced to provide larger areas of landscaping and deep soil areas. On-structure planting does not have the same environmental and amenity benefits as deep soil areas.	The site is within a Secondary Centre and a METRONET Precinct, and should therefore be developed as an urban building. Notwithstanding, The LDP does propose two at-grade public plazas with the deep soil areas and requires the building to be setback to retain existing mature trees. It should also be noted that two recent projects within the Leederville town centre, the ABN building and Newcastle Street, do not provide any at grade deep soil areas.
Sustainability	Page 17 of 18

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ORDINARY COUNCIL MEETING 12 OCTOBER 2021

Summary of Submissions:

Comments Received Expressing Concern:	Applicant Comment:
 The development should commit to achieving a 5 star Green Star rating. If supported the development should be required to achieve formal GBCA certification to achieve a 5 star Green Star rating, along with formal One Planet Living certification. 	The submitted LDP did included reference to a minimum 5 star Green Star rating but the City removed it as the City's Built Form Policy requires a minimum 5 star Green Star rating.
Traffic	
If the development is approved, Leederville Parade should be widened to two lane to address congestion on the morning peak period heading east towards Loftus Street.	To be addressed as part of the Leederville PSP and Integrated Transport Strategy.
Public Transport	
The No. 15 bus route should be modified to no longer travel up Oxford Street. The bus stop along Oxford Street should be relocated to outside the Leederville Train Station and the bus be rerouted along Leederville Parade and Loftus Street. This would free Oxford Street up to become a pedestrian zone.	Public Transport Authority matter

Note: Submissions are considered and assessed by issue rather than by individual submitter.

Item 9.2- Attachment 12 Page 325

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DESIGN REVIEW PANEL

Wednesday 3 July 2019 at 3.30pm

Venue: Function Room City of Vincent Administration and Civic Centre 244 Vincent Street Leederville

Attendees:

Design Review Panel Members
James Christou (Chairperson)
Tom Griffiths
Anthony Duckworth-Smith
Stephen Carrick

City of Vincent Officers
John Corbellini (A/Director Community & Business)
Jay Naidoo (Manager Development & Design)
Mitch Hoad (Senior Urban Planner)
Karsen Reynolds (Urban Planner)
Roslyn Hill (Minute Secretary)

Applicant - Item 3.1

Applicant - Item 3.2

Applicant - Item 3.3

Dominic Snellgrove CNN
David Workman EG
R Tallon CNN
Keat Tan CNN

Ryan Darby Roberts Day

Applicant - Item 3.4

Applicant - Item 3.5

1. Welcome/Declaration of Opening

The Chairperson, James Christou declared the meeting open at 4.05pm.

5.00pm-5.40pm - Applicant Presentation - No DA Lodged

3.3 Address: 40 Frame Court, Leederville

Proposal: Local Development Plan

Applicant: Cameron Chisholm Nicol Architects, RobertsDay and Realm Studios on

behalf of EG Funds

Reason for Referral: The proposal will likely benefit from the referral to the DRP in terms of the City's Built Form Local Planning Policy 7.1.1 (LPP 7.1.1)

Recommendations & Comments by DRP (using the Built Form Policy Design Principles):

Principle 1 –	Podium element would need to be of a high architectural standard
Context and Character	 Consider how the developments fits within the Leederville context and how the plazas provide for public interaction. Activation of north-south link between the plazas to provide a strong public connection Reflection on waterways and fabric of Leederville should be interpreted within the public realm and how this might be delivered
	in ways other than materials that might give opportunities to not

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	only this site but neighbouring sites. This should be carried through
	the planning stages and be shown in the outcome
	Development will need to ensure the fabric of Leederville is
	maintained
	 Façade should be raw and eclectic and not overdone Additional 3D studies should be undertaken to show how the
	development sits in its local context.
	Given the piecemeal nature of the surrounding area a detailed
	study of the development's relationship to the existing public realm should be undertaken.
	Majority of pedestrian traffic will be toward Oxford Street and the
	building presents away from this, the quality and legibility of the
	pedestrian connection toward Oxford Street from the ground plane will be important in integrating into the local context.
Principle 2 –	Landscaping incorporated to high standard to external areas of
Landscape quality	building.
	Consider how the landscape spaces at ground and podium level
	can be programmed to support the needs of the building tenants.
	Examine how the public spaces at ground floor can be better connected and provide improved circulation and amenity.
	In the development of the residential component consider how
	landscape and amenity spaces can be threaded through the
	upper levels of the building.
Principle 3 – Built form and scale	Varied heights could deliver necessary number of dwellings without
Built form and scale	the need for substantial tower element. • Additional 3D studies should be undertaken to validate the
	proposed tower solution.
Principle 4 –	N/A
Functionality and	
build quality Principle 5 –	N/A
Sustainability	N/A
Principle 6 –	Consideration of formal and informal pedestrian/footpath network
Amenity	and how development could relate to this.
	Ground floor plane addresses the public movement along the Water Corporation easement around the building. Pedestrian
	activity will generally follow around the entry which is directed to
	Frame Court. Explore opportunities for pedestrian connection to
	move people around the building and to connect with Oxford Street.
Duin sints 7	Secondary entries can help to direct pedestrian movement
Principle 7 – Legibility	Give careful consideration to legibility of building entrances given that most pedestrian traffic will approach the building
	from the rear.
Principle 8 –	N/A
Safety	
Principle 9 – Community	Consider opportunities for community interaction and uses around the building odge.
Principle 10 –	the building edge. N/A
Aesthetics	

Comments:

The DRP appreciates the early consultation, the DRP looks forward to further workshops as the design progresses.

Key progresses / outcomes sought are:

Urban structure

Site layouts

Building mass

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- Building program
 Public interface
 Design quality (the public realm).

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DESIGN REVIEW PANEL

Wednesday 16 October 2019 at 3.30pm

Venue: Function Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Attendees:

Design Review Panel Members
James Christou (Chairperson)
Sid Thoo
Simon Venturi
Munira Mackay

City of Vincent Officers

Jay Naidoo (Manager Development & Design)
Joslin Colli (Coordinator Planning Services)
Mitch Hoad (Senior Urban Planner
Dan McCluggage (Urban Planner)
Karsen Reynolds (A/ Senior Urban Planner)

Applicant - Item 3.1

Applicant - Item 3.2

Applicant - Item 3.3

David Workman EG Funds

Dominic Snellgrove Cameron Chisholm Nicol Architects Keat Tan Cameron Chisholm Nicol Architects

Ryan Darby RobertsDay
Damien Pericles Realm Studios

1. Welcome/Declaration of Opening

The Chairperson, James Christou declared the meeting open at 4.00pm

- 2. Apologies
- 3. Business

4.00pm-4.30pm - Applicant's Presentation - Pre-Lodgement

3.1 Address:

5.00pm-5.30pm - Applicant Presentation - Pre-Lodgement

3.3 Address: 40 Frame Court, Leederville

Proposal: Local Development Plan

Applicant: Roberts Day / Realm Studios

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 3 July 2019

Recommendations & Comments by DRP on 3 July 2019:

	T = 11
Principle 1 – Context and Character	 Podium element would need to be of a high architectural standard Consider how the developments fits within the Leederville context and how the plazas provide for public interaction. Activation of north-south link between the plazas to provide a strong public connection Reflection on waterways and fabric of Leederville should be interpreted within the public realm and how this might be delivered in ways other than materials that might give opportunities to not only this site but neighbouring sites. This should be carried through the planning stages and be shown in the outcome Development will need to ensure the fabric of Leederville is maintained Façade should be raw and eclectic and not overdone Additional 3D studies should be undertaken to show how the development sits in its local context. Given the piecemeal nature of the surrounding area a detailed study of the development's relationship to the existing public realm should be undertaken. Majority of pedestrian traffic will be toward Oxford Street and the building presents away from this, the quality and legibility of the pedestrian connection toward Oxford Street from the ground plane will be important in integrating into the local context.
Principle 2 – Landscape quality	 Landscaping incorporated to high standard to external areas of building. Consider how the landscape spaces at ground and podium level can be programmed to support the needs of the building tenants. Examine how the public spaces at ground floor can be better connected and provide improved circulation and amenity. In the development of the residential component consider how landscape and amenity spaces can be threaded through the upper levels of the building.
Principle 3 – Built form and scale	 Varied heights could deliver necessary number of dwellings without the need for substantial tower element. Additional 3D studies should be undertaken to validate the proposed tower solution.
Principle 4 – Functionality and build	N/A
quality	
Principle 5 –	N/A
Sustainability	
Principle 6 – Amenity	 Consideration of formal and informal pedestrian/footpath network and how development could relate to this. Ground floor plane addresses the public movement along the Water
	Ground floor plane addresses the public movement along the Water Corporation easement around the building. Pedestrian activity will

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	generally follow around the entry which is directed to Frame Court. Explore opportunities for pedestrian connection to move people around the building and to connect with Oxford Street. Secondary entries can help to direct pedestrian movement
Principle 7 – Legibility	 Give careful consideration to legibility of building entrances given that most pedestrian traffic will approach the building from the rear.
Principle 8 – Safety	N/A
Principle 9 – Community	Consider opportunities for community interaction and uses around the building edge.
Principle 10 -	N/A
Aesthetics	
Comments	N/A

De	Design review comments from 16 October 2019		
Design quality eva	uation		
	Supported		
	Pending further attention		
	Not supported		
Design Principles			
Principle 1 -	<u>Principle</u>		
Context and	Good design responds to and enhances the distinctive characteristics of a local		
character	area, contributing to a sense of place.		
	 Good contextual analysis undertaken. Options including blunt curved edges, rather than radial curved edges, are more reflective of the Leederville character and context. The curved organic tower forms in general are visually much softer than the previous architectural language which is supported. Opportunities for water integration into the ground plane, such as a water feature or public art component, should be explored to further acknowledge the historical context of the wetlands as per the historical research presented. 		
	 Eclectic nature of materials and finishes proposed in the previous scheme's podium elevations has been removed. Need to find a balance in achieving this rich eclectic feel in the new scheme to better reflect the Leederville character. 		
Principle 2 - Landscape quality	Principle Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.		
	 Supportive of landscaping in breakout areas which continues up the development. Soft landscaping is a strong priority for the local community and CoV. Look at additional opportunities to incorporate soft landscaping on the building towers as a strong part of the developments architectural language reflecting the character of the area. Opportunity for rationalising of the parking layout to remove the need for a boundary wall to the Water Corporation easement should be explored, creating the opportunity for landscaping and additional community spaces. 		
Principle 3 - Built	Principle Principle		
form and scale	Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.		
	 The site can accommodate height and density given its proximity to the train station, the centre of Leederville and its surroundings amongst commercial buildings. There is significant improvement from previous scheme, as the impact of building height is starting to be mitigated through exploring the two tower options. Refined architectural treatment to soften both the podium and towers would contribute in reducing the perceived mass and scale of the towers. 		

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Principle 4 - Functionality and build quality	Principle Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full
	Preference for blunter curved edges on building rather than radial curves which provides better opportunity for functionality. Important for this to be considered in refining the apartment locations and layouts.
Principle 5 - Sustainability	Principle Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.
	 Inclusion of information regarding propose 5 star Greenstar rating is commendable, and if achieved and certified as such will represent a high level of sustainability excellence for the proposed development. In turn it is noted that these sustainability features and strategies will likely exceed many of the sustainability considerations under SPP 7.3 Volume 2 if implemented as proposed. The applicant is also encouraged to pursue Greenstar Performance certification and/or other methodology for reporting on the post-occupancy performance of the development once completed It is understood the revised two tower design concept is in response to previous DRP comments regarding the form, bulk and scale of the previous single tower design concept. While the two tower concept can help to improve solar access and ventilation to each apartment, it would appear that there is now a greater proportion of apartments that have an easterly or westerly orientation, which is non-optimal for solar passive performance. These apartment orientations should also be considered with respect to A4.1.1(a) solar and daylight access under SPP 7.3 Volume 2 Sustainability measures including waste management and reuse is a good idea. As the proposed development is targeting an average 8.0 star NatHERS rating for the dwellings, this may now be more challenging to achieve. There are also other amenity and aesthetic implications - for example, more heavily tinted glazing may be required to reduce solar gain (impacting availability of natural daylight) and/or external vertical screens may be necessary to mitigate the summer morning/afternoon solar radiation. Recommend obtaining preliminary NatHERS ratings for typical apartments to determine if the revised two tower design can still achieve the targeted NatHERS rating without having an adverse impact on the construction specification, amenity and aesthetics of the revised design
Principle 6 - Amenity	Principle Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.
	 Light access to central corridor improved in two tower option. Research suggests interspersing of communal facilities throughout the design to rent tower provides greater amenity for occupants. Opportunities to further spread these out within the tower rather than locating the majority at podium level this would be encouraged. Southern pocket plaza may be overshadowed by tower structure, reducing the amenity of this space. Consider spaces that can enjoy sun and shade.
Principle 7 - Legibility	Principle Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Access into building improved through multiple entries, including the shifting of the western entry in greater proximity to the activity from Leederville. The location of the South East food and beverage outlet could be difficult to access and less visible and viable. North Eastern carpark edge difficult to manage. Currently a four storey blank wall.
	Important for this to be a well-defined edge and acknowledge the pedestrian movement. This will increase permeability around the site. Consider construction and

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	floor to floor heights that would allow commercial tenancy uses of these spaces / edge of the building in the future.
Principle 8 - Safety	Principle
	Good design optimises safety and security, minimising the risk of personal harm and
	supporting safe behaviour and use.
	Visual connection of communal areas also improved as a result to two tower option.
	Safety for western entry could be improved by having commercial uses with greater
	opening hours to provide additional activation and actual/perceived surveillance.
Principle 9 -	<u>Principle</u>
Community	Good design responds to local community needs as well as the wider social
	context, providing environments that support a diverse range of people and
	facilitate social interaction.
	Supportive of social infrastructure within northern and southern plaza which is free for community use.
	Consider opportunities for community interaction and uses around the building edge
	further.
	Suggest completely separating the build-to-rent and build-to-sell apartments, rather
	than mixing the two in the towers with an elevated bridge.
	The diagram showing the new injection of housing in the centre of an area dominated
	by commercial uses is important
	The proposal will potentially provide significant affordable housing options through the build to root towar which is supported.
5: :: 10	build to rent tower which is supported.
Principle 10 -	<u>Principle</u>
Aesthetics	Good design is the product of a skilled, judicious design process that results in
	attractive and inviting buildings and places that engage the senses.
	Public interface has been improved and is a strong focus of the project.
	Consider orientation of towers so that front tower shields second tower when viewed
041	from centre of Leederville.
Other comments p	provided by the DRP
Tower Ontic	on A1 is the Panel's preferred options from those put forward
- Tollor Optio	and the state of t
Other general con	nments provided by the City
• Nil	
• IVII	

Conclusion:

The design requires further refinement.

The current massing of the towers when viewed from 360° may have negative impacts from the adjacent properties and the wider precinct. The applicant should consider a series of vignettes to avoid the appearance of a wall of towers and ensure all visible elevations are designed to a high standard.

4. Close/Next Meeting

The Chairperson closed the meeting at 5.30pm

The next meeting is scheduled to be held on Wednesday 30 October 2019

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DESIGN REVIEW PANEL

Wednesday 22 April 2020 at 3.45pm

Venue: Function Room City of Vincent Administration and Civic Centre 244 Vincent Street Leederville

Attendees:

Design Advisory Committee Members

Sasha Ivanovich Sid Thoo Stephen Carrick Munira Mackay

City of Vincent Officers

Jay Naidoo (Manager Development & Design) Mitch Hoad (A/Coordinator Planning Services)

Applicant - Item 3.1

David Workman EG Funds

Dominic Snellgrove Cameron Chisholm Nicol Architects
Keat Tan Cameron Chisholm Nicol Architects

Ryan Darby RobertsDay
Damien Pericles Realm Studios

1. Welcome/Declaration of Opening

The Chairperson, Sasha Ivanovich declared the meeting open at 4.00pm

2. Apologies

3. Business

4.00pm-4.10pm - Applicant's Presentation - No DA Lodged

3.1 Address: No. 40 Frame Court, Leederville

Proposal: Local Development Plan

Applicant: Roberts Day / Realm Studios

Reason for Referral: For the DRP to consider the changes made by the applicant in response to the previous DRP comments and recommendations of 16 October 2019

Design review comments from 16 October 2019		
Design quality evaluation		
		Supported
		Pending further attention
	Not supported	
Design Principles		

Principle 1 -Principle Context and Good design responds to and enhances the distinctive characteristics of a local character area, contributing to a sense of place. Good contextual analysis undertaken. Options including blunt curved edges, rather than radial curved edges, are more reflective of the Leederville character and context. The curved organic tower forms in general are visually much softer than the previous architectural language which is supported. Opportunities for water integration into the ground plane, such as a water feature or public art component, should be explored to further acknowledge the historical context of the wetlands as per the historical research presented. Eclectic nature of materials and finishes proposed in the previous scheme's podium elevations has been removed. Need to find a balance in achieving this rich eclectic feel in the new scheme to better reflect the Leederville character. Principle 2 -Principle Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context. Supportive of landscaping in breakout areas which continues up the development. Soft landscaping is a strong priority for the local community and CoV. Look at additional opportunities to incorporate soft landscaping on the building towers as a strong part of the developments architectural language reflecting the character of the area. Opportunity for rationalising of the parking layout to remove the need for a boundary wall to the Water Corporation easement should be explored, creating the opportunity for landscaping and additional community spaces. Principle 3 - Built form and scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area. The site can accommodate height and density given its proximity to the train station, the centre of Leederville and its surroundings amongst commercial buildings. There is significant improvement from previous scheme, as the impact of building height is starting to be mitigated through exploring the two tower options. Refined architectural treatment to soften both the podium and towers would contribute in reducing the perceived mass and scale of the towers. Principle 4 -Principle Functionality and Good design meets the needs of users efficiently and effectively, balancing build quality functional requirements to perform well and deliver optimum benefit over the full life-cycle. Preference for blunter curved edges on building rather than radial curves which provides better opportunity for functionality. Important for this to be considered in refining the apartment locations and layouts. Principle 5 -Principle Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes. Inclusion of information regarding propose 5 star Greenstar rating is commendable, and if achieved and certified as such will represent a high level of sustainability excellence for the proposed development. In turn it is noted that these sustainability features and strategies will likely exceed many of the sustainability considerations under SPP 7.3 Volume 2 if implemented as proposed. The applicant is also encouraged to pursue Greenstar Performance certification and/or other methodology for reporting on the postoccupancy performance of the development once completed It is understood the revised two tower design concept is in response to previous DRP comments regarding the form, bulk and scale of the previous single tower design concept. While the two tower concept can help to improve solar access and ventilation to each apartment, it would appear that there is now a greater proportion of apartments that have an easterly or westerly orientation, which is non-optimal for solar passive

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performance. These apartment orientations should also be considered with respect to A4.1.1(a) solar and daylight access under SPP 7.3 Volume 2 Sustainability measures including waste management and reuse is a good idea. As the proposed development is targeting an average 8.0 star NatHERS rating for the dwellings, this may now be more challenging to achieve. There are also other amenity and aesthetic implications - for example, more heavily tinted glazing may be required to reduce solar gain (impacting availability of natural daylight) and/or external vertical screens may be necessary to mitigate the summer morning/afternoon solar radiation. Recommend obtaining preliminary NatHERS ratings for typical apartments to determine if the revised two tower design can still achieve the targeted NatHERS rating without having an adverse impact on the construction specification, amenity and aesthetics of the revised design Principle 6 -Principle Amenity Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthv. Light access to central corridor improved in two tower option. Research suggests interspersing of communal facilities throughout the design to rent tower provides greater amenity for occupants. Opportunities to further spread these out within the tower rather than locating the majority at podium level this would be Southern pocket plaza may be overshadowed by tower structure, reducing the amenity of this space. Consider spaces that can enjoy sun and shade. Principle 7 -Principle Legibility Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way Access into building improved through multiple entries, including the shifting of the western entry in greater proximity to the activity from Leederville. The location of the South East food and beverage outlet could be difficult to access and less visible and viable. North Eastern carpark edge difficult to manage. Currently a four storey blank wall. Important for this to be a well-defined edge and acknowledge the pedestrian movement. This will increase permeability around the site. Consider construction and floor to floor heights that would allow commercial tenancy uses of these spaces / edge of the building in the future. Principle 8 - Safety Principle Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use. Visual connection of communal areas also improved as a result to two tower option. Safety for western entry could be improved by having commercial uses with greater opening hours to provide additional activation and actual/perceived surveillance Principle 9 -**Principle** Community Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction. Supportive of social infrastructure within northern and southern plaza which is free for community use. Consider opportunities for community interaction and uses around the building edge further. Suggest completely separating the build-to-rent and build-to-sell apartments, rather than mixing the two in the towers with an elevated bridge. The diagram showing the new injection of housing in the centre of an area dominated by commercial uses is important The proposal will potentially provide significant affordable housing options through the build to rent tower which is supported.

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Principle 10 Aesthetics Principle Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses. Public interface has been improved and is a strong focus of the project. Consider orientation of towers so that front tower shields second tower when viewed from centre of Leederville. Other comments provided by the DRP Tower Option A1 is the Panel's preferred options from those put forward Other general comments provided by the City Nil

Design review comments from 22 April 2020		
Design quality eval	uation	
	Supported	
	Pending further attention	
	Not supported	
	No comment provided	
Design Principles		
Principle 1 - Context and character	Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place. • The design approach contributes towards activating this part of the town centre.	
	 Incorporation of the plazas reflect the traditional wetland context Concerns on how the materiality integrates within the Leederville character as outlined within Principle 10 – Aesthetics. The applicant's background context and site analysis for the concept plan provided an 	
	excellent understanding and appreciation of the Leederville character, such as it being bohemian, eclectic and colourful, therefore aspects of this supporting work should be included as part of the LDP documentation.	
Principle 2 - Landscape quality	Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	

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- Substantial amount of landscaping in the concept plan provides private amenity and contributes towards the development. Public visibility benefits the public realm as well and softens the development.
- Wetland narrative, as part of the landscape/pocket park design is compelling. It draws
 upon the unique sense of place of the Leederville town centre and its connection to the
 surrounding wetlands trail. Integration of rain gardens into design of pocket parks is
 commendable.
- Provisions for landscaping requirements should be included in the LDP, to secure the landscaping outcome represented in the concept plan and to ensure that it is delivered as proposed.
- Further detailed design development is required that will demonstrate an ongoing viability of the vertical and all other landscape design proposals
- Overshadowing of south pocket plaza in winter can be a potential issue, consider further refinement to the design and a distinctive treatment, plant selection and landscape palette when it is likely to be overshadowed and so that it has a distinctly different character and be responsive to overshadowing conditions in different seasons.
- It is acknowledged that the detailed design of the podium level is yet to be undertaken.
 Consider including playgrounds and other facilities for children and/or varying demographic requirements.

Principle 3 - Built form and scale

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

- Comments from the previous DRP meeting have been progressively worked through.
 The bulk and scale is considered to be appropriate given the town centre context and proximity to public transport
- Development typology and splitting a single tall building into two towers with lower and different heights is considered to be a better outcome in relation to form and scale.
 The illustrations provided indicate the towers will not have an overwhelming effect on the surrounding lower scale immediate neighbourhood
- Ground floor design is robust and indicates that it would accommodate a variety of uses.
- The curved façade breaks down the mass, and the use of a consistent palette of
 colours and materials and sections of white framing on the towers create horizontal
 elements within the overall form.
- There is opportunity to further rationalise the parking layout and create additional
 community spaces and landscaping that could remove the need for a boundary wall to
 the Water Corporation easement and treat the north-eastern elevation adjacent to
 Water Corporation site to reduce its visual and massing impact.
- Consistency in design quality between all elevations needs to be achieved and incorporated.

Principle 4 - Functionality and build quality

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

- Further explanation of the LDP's objective in activating the edges of the development is required. Consider opportunities for community engagement and interaction between the private interior and public exterior.
- Ensure apartments can achieve natural cross ventilation given narrow apartments.
 The LDP notes a minimum setback between towers of 12m, consider also including an average setback comparable to Design WA requirements.

Principle 5 - Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

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	 LDP objective should seek to minimise car use for residents of the development. Provide a resolution for allocation of visitor car parking, whether allocated to visitors or tenants of commercial uses. The proposed sustainability features are extensive and commendable. Consider implementing individual water metering for each tenancy/apartment in addition to energy metering. The additional incorporation of One Planet Living accreditation is commendable, in addition to its inclusion in the LDP. Consider reviewing the proposed wording in the LDP to consolidate references to sustainable design, and to ensure that official accreditation/registration of the development will occur.
Principle 6 - Amenity	Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy. LDP provision related to screening should be worded as "where necessary", rather than "where possible". Concept shows a high level of amenity. This outcome needs to be secured through the LDP provisions, particularly with respect to landscaping.
Principle 7 - Legibility	Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around. Concept shows a high level of legibility. This should be carried through into the LDP provisions.
Principle 8 - Safety	Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use. Consider LDP objective related to safety of public spaces and how this can be achieved in respect to lighting and landscaping design.
Principle 9 - Community	Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction. Provision of public plazas on private land is commended. Orientation of public spaces to the north and south will encourage their use throughout the year.
Principle 10 - Aesthetics	 Commercial uses on the ground floor will contribute towards activity and interaction. Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses. Choice of materials and finishes, their combination and overall façade treatments, particularly within the podium levels, indicate a high visibility and pre-eminence. Consider in further design development, for the development to sit harmoniously in its existing Leederville setting and immediate neighbourhood.
Other DRP Comments	Other comments provided by the DRP Consider whether landscaping can be included in the proposed road reserve, given the statutory nature of the LDP document. Ensure LDP provisions retain the desired outcomes, even in the event that the site is on-sold.
Other Comments	Other general comments provided by the City City will undertake a review of the proposed LDP provisions and provide comment on these in due course.

Conclusion:

The proposal has embraced much of the advice provided in the previous DRP submissions and has advanced to a well-considered outcome in scale and form and sensitivity to its immediate neighbourhood showing a welcome generosity in the provision of public spaces at ground level and landscaping that extends into the upper storeys.

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Further design development is encouraged addressing a number of points:

- Provision of recreational spaces for child related activities in the podium level community area
- · Consideration of the south facing public spaces and south facing impact on the landscape design
- · Further integration of design ideas expressed in façade treatments of the podium in particular

Whilst the extensive use of landscaping at the ground floor and upper storeys is highly commended, a strategy that will clearly demonstrate the long-term viability of the proposal needs to be further demonstrated.

The road reserve boundary of the development offers further opportunity for activation and community interaction - to be explored. Property boundary design solution to the south east adjoining existing development needs to be further illustrated.

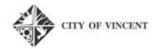
More information is called for in the LDP in regard to activation of the projects' (podium) edges, road reserve landscaping, landscape design preservation in intent and maintenance, screening and public safety.

4. Close/Next Meeting

The Chairperson closed the meeting at 6pm

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DESIGN REVIEW PANEL

Wednesday 19 May 2021 at 3:30pm
Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Meeting Attendees		
Design Review Panel Members	 James Christou - Chairperson Anthony Duckworth Smith Joe Chindarsi Stephen Carrick 	
City of Vincent Officers	 Jay Naidoo – Manager Development and Design Karsen Reynolds – Senior Urban Planner Mitchell Hoad – Senior Urban Planner Natasha Trefry – Urban Planner 	
Applicants	Item 3.1 • Ryan Darby • Damien Pericles • Keat Tan	

Mee	Meeting Minutes		
1	Welcome and Declaration of Meeting Opening		
	James Christou declared the meeting open at 4:00pm		
2	Apologies		
	N/A		
3	Meeting Business		
3.1	Item 3.1		
	Address: 40 Frame Court, Leederville		
	Proposal: Local Development Plan		
	Applicant: Hatch / Roberts Day		
	Reason for Referral: To consider amendments to the proposal made in response to the		
	comments of the Design Review Panel (DRP) on 22 April 2020.		

DRP Comments 22 April 2020		
Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported

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	Insufficient information for comments to be able to be provided.
Strengths of the	Proposal
Design Principles	3
Principle 1 -	
Context and	
character	
	The design approach contributes towards activating this part of the town centre.
	Incorporation of the plazas reflect the traditional wetland context Concerns on how the materiality integrates within the Leederville character as outlined
	within Principle 10 – Aesthetics.
	The applicant's background context and site analysis for the concept plan provided an
	excellent understanding and appreciation of the Leederville character, such as it being bohemian, eclectic and colourful, therefore aspects of this supporting work should be
	included as part of the LDP documentation.
Principle 2 -	
Landscape	
quality	
	Substantial amount of landscaping in the concept plan provides private amenity and
	contributes towards the development. Public visibility benefits the public realm as well and softens the development.
	Wetland narrative, as part of the landscape/pocket park design is compelling. It draws
	upon the unique sense of place of the Leederville town centre and its connection to the
	surrounding wetlands trail. Integration of rain gardens into design of pocket parks is commendable.
	Provisions for landscaping requirements should be included in the LDP, to secure the
	landscaping outcome represented in the concept plan and to ensure that it is delivered as proposed.
	Further detailed design development is required that will demonstrate an ongoing
	viability of the vertical and all other landscape design proposals
	Overshadowing of south pocket plaza in winter can be a potential issue, consider further refinement to the design and a distinctive treatment, plant selection and landscape palette
	when it is likely to be overshadowed and so that it has a distinctly different character and
	be responsive to overshadowing conditions in different seasons.
	It is acknowledged that the detailed design of the podium level is yet to be undertaken. Consider including playgrounds and other facilities for children and/or varying
	demographic requirements.
Principle 3 - Built	
form and scale	
	Comments from the previous DRP meeting have been progressively worked through. The bulk and scale is considered to be appropriate given the town centre context and
	proximity to public transport
	Development typology and splitting a single tall building into two towers with lower and
	different heights is considered to be a better outcome in relation to form and scale. The illustrations provided indicate the towers will not have an overwhelming effect on the
	surrounding lower scale immediate neighbourhood
	Ground floor design is robust and indicates that it would accommodate a variety of uses.
	The curved façade breaks down the mass, and the use of a consistent palette of colours and materials and sections of white framing on the towers create horizontal elements
	within the overall form.
	There is opportunity to further rationalise the parking layout and create additional
	community spaces and landscaping that could remove the need for a boundary wall to the Water Corporation easement and treat the north-eastern elevation adjacent to Water
	Corporation site to reduce its visual and massing impact.
	Consistency in design quality between all elevations needs to be achieved and
	incorporated.

Principle 4 -	Principle
Functionality	
and build quality	Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full
	life-cycle.
	Further explanation of the LDP's objective in activating the edges of the development is
	required. Consider opportunities for community engagement and interaction between
	the private interior and public exterior.
	Ensure apartments can achieve natural cross ventilation given narrow apartments. The LDP notes a minimum setback between towers of 12m, consider also including an
	average setback comparable to Design WA requirements.
Principle 5 -	Principle Principle
Sustainability	Good design optimises the sustainability of the built environment, delivering
	positive environmental, social and economic outcomes.
	LDP objective should seek to minimise car use for residents of the development.
	Provide a resolution for allocation of visitor car parking, whether allocated to visitors or
	tenants of commercial uses. The proposed sustainability features are extensive and commendable. Consider
	implementing individual water metering for each tenancy/apartment in addition to energy
	metering.
	 The additional incorporation of One Planet Living accreditation is commendable, in addition to its inclusion in the LDP.
	Consider reviewing the proposed wording in the LDP to consolidate references to
	sustainable design, and to ensure that official accreditation/registration of the
	development will occur.
Principle 6 -	Principle Principle
Amenity	Good design optimises internal and external amenity for occupants, visitors and
	neighbours, providing environments that are comfortable, productive and healthy.
	LDP provision related to screening should be worded as "where necessary", rather than "Localization".
	"where possible".Concept shows a high level of amenity. This outcome needs to be secured through the
	LDP provisions, particularly with respect to landscaping.
Principle 7 -	Principle
Legibility	Good design results in buildings and places that are legible, with clear
	connections and easily identifiable elements to help people find their way around.
	Concept shows a high level of legibility. This should be carried through into the LDP
	provisions.
Principle 8 -	<u>Principle</u>
Safety	Good design optimises safety and security, minimising the risk of personal harm
	and supporting safe behaviour and use.
	Consider LDP objective related to safety of public spaces and how this can be achieved in respect to lighting and landscaping design.
Principle 9 -	Principle
Community	Good design responds to local community needs as well as the wider social
	context, providing environments that support a diverse range of people and
	facilitate social interaction.
	Provision of public plazas on private land is commended. Orientation of public spaces
	to the north and south will encourage their use throughout the year.
	Commercial uses on the ground floor will contribute towards activity and interaction.
Principle 10 -	<u>Principle</u>
Aesthetics	Good design is the product of a skilled, judicious design process that results in
	attractive and inviting buildings and places that engage the senses.
	Choice of materials and finishes, their combination and overall façade treatments, particularly within the padium levels, indicate a high visibility and are emissioned.
	particularly within the podium levels, indicate a high visibility and pre-eminence. Consider in further design development, for the development to sit harmoniously in its
	existing Leederville setting and immediate neighbourhood.

Other comments provided by the DRP

- Consider whether landscaping can be included in the proposed road reserve, given the statutory nature of the LDP document.
- Ensure LDP provisions retain the desired outcomes, even in the event that the site is on-sold.

Other general comments provided by the City

City will undertake a review of the proposed LDP provisions and provide comment on these in due course.

Conclusion

The proposal has embraced much of the advice provided in the previous DRP submissions and has advanced to a well-considered outcome in scale and form and sensitivity to its immediate neighbourhood showing a welcome generosity in the provision of public spaces at ground level and landscaping that extends into the upper storeys.

Further design development is encouraged addressing a number of points:

- Provision of recreational spaces for child related activities in the podium level community area
- Consideration of the south facing public spaces and south facing impact on the landscape design
- Further integration of design ideas expressed in façade treatments of the podium in particular

Whilst the extensive use of landscaping at the ground floor and upper storeys is highly commended, a strategy that will clearly demonstrate the long-term viability of the proposal needs to be further demonstrated.

The road reserve boundary of the development offers further opportunity for activation and community interaction - to be explored. Property boundary design solution to the south east adjoining existing development needs to be further illustrated.

More information is called for in the LDP in regard to activation of the projects' (podium) edges, road reserve landscaping, landscape design preservation in intent and maintenance, screening and public safety.

DRP Comments 19 May 2021		
alua	tion	
	Supported	
	Pending further attention – refer to detailed comments provided	
	Not supported	
	Insufficient information for comments to be able to be provided.	
Strengths of the Proposal		
e de	tail of the concept plan being carried over into the development provisions	
Design Principles		
	Principle Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	
	Prop	

Additional information previously requested has been provided. LDP should define the grain and character of Leederville, and incorporate this into the development provisions, including at the tower level. The towers currently present as heavily glazed and don't appear to reflect the existing character. Given the town centre doesn't currently have development of this scale it is important that the towers are designed to respond this this context and that this requirement is reflected in the LDP provisions. In the LDP surrounding visual impact: Define height of a storey - floor to floor height Ground to podium Podium to top of tower/s On visual impact diagrams establish AHD - Ground AHT - Top of podium / top of tower/s LDP need to reinforce need of tower/s that are slender and impact of solar access. Respond to the context Outline modulation of facades to avoid long horizontal expanses Avoid appearance of a wall of tower/s as viewed from various viewpoints. Highlight break between tower/s - if more than one and clearly describe design approaches which would be suitable to moderate perceptions of bulk. Integrate services to avoid impact to public realm Describe broad tenancy frontages with limited entries Provide seating - integrate into street facades Provide weather protection to footpaths, define the canopies and how they will be adopted height, transparency, width and daylight context. Principle 2 -Principle Landscape Good design recognises that together landscape and buildings operate as an quality integrated and sustainable system, within a broader ecological context. Supportive of the tree planting which would help to contribute towards the urban environment. Securing the planting of significant trees within each of the plazas would be encouraged. Principle 3 - Built Principle form and scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area. LDP should be updated to define the AHD levels of the development in relationship to the the AHD levels of key viewpoints. This will assist to define the building envelope. Principles of good design should defined and articulated into the provisions to ensure that the treatment of massing and scale are addressed. These should be expressed from the supporting concept plan to ensure that such an outcome will be secured. Visual expression of these would assist. Splitting of towers has been handled well by splitting into two. Further consideration of the podium design at the ground level would assist. Consider the likely interface of the podium with adjoining lots where there could be a lower podium and how this would relate in terms of setbacks etc. Larger elements and open space could be used as articulation measures to reduce the scale and assist with how it is viewed from a distant. Principle 4 -Principle Functionality Good design meets the needs of users efficiently and effectively, balancing and build quality functional requirements to perform well and deliver optimum benefit over the full life-cycle. No comments provided Principle 5 -Principle Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes. As previously noted, the proposed sustainability features are extensive and commendable. Consider reviewing the proposed wording to ensure that One Planet Living

Item 9.2- Attachment 13 Page 346

principles are achieved and implemented, not just identified.

Principle 6 -	Principle Principle		
Amenity	Good design optimises internal and external amenity for occupants, visitors and		
	neighbours, providing environments that are comfortable, productive and healthy.		
	No comments provided		
Principle 7 -	<u>Principle</u>		
Legibility	Good design results in buildings and places that are legible, with clear		
	connections and easily identifiable elements to help people find their way around.		
	Definition of pedestrian canopy and what the role of this is in the development should be articulated.		
	Previous comments relating to legibility have largely been addressed through the proposed provisions, subject to the above point.		
	Fine grained approach to the spacing and rhythm of ground floor entries should be considered to reflect the Leederville context.		
Principle 8 -	<u>Principle</u>		
Safety	Good design optimises safety and security, minimising the risk of personal harm		
	and supporting safe behaviour and use.		
	Objective related to safety of public spaces to be included and how this would be achieved in respect to lighting and landscaping design.		
Principle 9 -	Principle		
Community	Good design responds to local community needs as well as the wider social		
	context, providing environments that support a diverse range of people and		
	facilitate social interaction.		
	No comments provided		
Principle 10 -	Principle Principle		
Aesthetics	Good design is the product of a skilled, judicious design process that results in		
	attractive and inviting buildings and places that engage the senses.		
	LDP should define the grain and character of Leederville, and incorporate this into the		
	development provisions, including at the tower level. The towers currently present as heavily glazed and don't appear to reflect the existing character. Given the town centre		
	doesn't currently have development of this scale it is important that the towers are		
	designed to respond this this context.		
Other comments	Other comments provided by the DRP		

Other comments provided by the DRP

- DRP remains supportive of the development concept and reiterates that given the discretion sought the strength of provisions is important to ensure that the development outcome envisioned by the concept plan is secured.
- Would encourage for diagrams to be included to show how the development provisions are intended to function.
- · City of Melbourne design guidelines would assist with defining good and bad design elements.

Other general comments provided by the City

N/A

Conclusion

The design has been provided to inform the LDP.

Commenting on the LDP must not be seen as approval of the design presented or of future designs. The DA will be assessed against all the guidelines outlined in the LDP and any items arising.

Key issue for completion of LDP:

- · Visual impact studies
- . Definition of height of floor to floor, height for ground to podium and floor podium to towers
- · Establish AHD levels for top of towers and podium
- · Built form and scale
- Impact of towers





DESIGN REVIEW PANEL

Wednesday 25 August 2021 at 3:30pm
Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Meeting Attendees		
Design Review Panel Members	Simon Venturi - Chairperson	
	Joe Chindarsi	
	Munira Mackay	
City of Vincent Officers	Jay Naidoo (Manager Development and Design)	
	Mitch Hoad (Senior Urban Planner)	
	Natasha Trefry (Urban Planner)	
Applicants	<u>Item 3.1</u>	
	<u>Item 3.2</u>	
	Ryan Darby	
	David Workman	
	Damien Pericles	
	Keat Tan	
	Domenic Snellgrove	

Mee	Meeting Minutes		
1	Welcome and Declaration of Meeting Opening		
	Simon Venturi declared the meeting open at 4:00pm		
2	Apologies		
	Nil		
3	Meeting Business		
3.1	Item 3.1		

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3.2 Item 3.2

Address: No. 40 Frame Court, Leederville Proposal: Local Development Plan

Applicant: Hatch / Roberts Day
Reason for Referral: Lodged – Previously Referred

To consider amendments to the proposal made in response to the comments of the Design

Review Panel (DRP) on 19 May 2021

DRP Comments 19 May 2021			
Design quality ev	Design quality evaluation		
	Supported		
	Pending further attention – refer to detailed comments provided		
	Not supported		
	Insufficient information for comments to be able to be provided.		
Strengths of the l	· · · · · · · · · · · · · · · · · · ·		
Good to see the s	ne detail of the concept plan being carried over into the development provisions		
Design Principles			
Principle 1 -	Principle Principle		
Context and	Good design responds to and enhances the distinctive characteristics of a local		
character	area, contributing to a sense of place.		
	Additional information previously requested has been provided.		
	 LDP should define the grain and character of Leederville, and incorporate this into the development provisions, including at the tower level. The towers currently present as heavily glazed and don't appear to reflect the existing character. Given the town centre doesn't currently have development of this scale it is important that the towers are designed to respond this this context and that this requirement is reflected in the LDP provisions. In the LDP surrounding visual impact: Define height of a storey – floor to floor height Ground to podium Podium to top of tower/s On visual impact diagrams establish AHD – Ground AHT – Top of podium / top of tower/s LDP need to reinforce need of tower/s that are slender and impact of solar access. Respond to the context Outline modulation of facades to avoid long horizontal expanses Avoid appearance of a wall of tower/s as viewed from various viewpoints. Highlight break between tower/s – if more than one and clearly describe design approaches which would be suitable to moderate perceptions of bulk. Integrate services to avoid impact to public realm Describe broad tenancy frontages with limited entries Provide seating – integrate into street facades Provide weather protection to footpaths, define the canopies and how they will be adopted		
Dringinla 0	height, transparency, width and daylight context. Principle - height, transparency, width and daylight context.		
Principle 2 - Landscape	Principle Out the improvement of the state		
quality	Good design recognises that together landscape and buildings operate as an		
4-3	 integrated and sustainable system, within a broader ecological context. Supportive of the tree planting which would help to contribute towards the urban 		
	environment. Securing the planting of significant trees within each of the plazas would be encouraged.		
Principle 3 - Built	<u>Principle</u>		
form and scale	Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.		

Principle 4 -	 LDP should be updated to define the AHD levels of the development in relationship to the the AHD levels of key viewpoints. This will assist to define the building envelope. Principles of good design should defined and articulated into the provisions to ensure that the treatment of massing and scale are addressed. These should be expressed from the supporting concept plan to ensure that such an outcome will be secured. Visual expression of these would assist. Splitting of towers has been handled well by splitting into two. Further consideration of the podium design at the ground level would assist. Consider the likely interface of the podium with adjoining lots where there could be a lower podium and how this would relate in terms of setbacks etc. Larger elements and open space could be used as articulation measures to reduce the scale and assist with how it is viewed from a distant.
Functionality	Good design meets the needs of users efficiently and effectively, balancing
and build quality	functional requirements to perform well and deliver optimum benefit over the full
	life-cycle.
	No comments provided
Principle 5 -	Principle
Sustainability	Good design optimises the sustainability of the built environment, delivering
	positive environmental, social and economic outcomes.
	As previously noted, the proposed sustainability features are extensive and
	commendable. Consider reviewing the proposed wording to ensure that One Planet
	Living principles are achieved and implemented, not just identified.
Principle 6 -	Principle Principle
Amenity	Good design optimises internal and external amenity for occupants, visitors and
	neighbours, providing environments that are comfortable, productive and
	healthy.
	No comments provided
Principle 7 -	Principle
Legibility	Good design results in buildings and places that are legible, with clear
	connections and easily identifiable elements to help people find their way
	around.
	Definition of pedestrian canopy and what the role of this is in the development should be articulated.
	Previous comments relating to legibility have largely been addressed through the
	proposed provisions, subject to the above point.
	Fine grained approach to the spacing and rhythm of ground floor entries should be
District C	considered to reflect the Leederville context.
Principle 8 -	Principle
Safety	Good design optimises safety and security, minimising the risk of personal harm
	and supporting safe behaviour and use.
	 Objective related to safety of public spaces to be included and how this would be achieved in respect to lighting and landscaping design.
Principle 9 -	<u>Principle</u>
Community	Good design responds to local community needs as well as the wider social
	context, providing environments that support a diverse range of people and
	facilitate social interaction.
	No comments provided
Principle 10 -	Principle Principle
Aesthetics	Good design is the product of a skilled, judicious design process that results in
	attractive and inviting buildings and places that engage the senses.

LDP should define the grain and character of Leederville, and incorporate this into the
development provisions, including at the tower level. The towers currently present as
heavily glazed and don't appear to reflect the existing character. Given the town centre
doesn't currently have development of this scale it is important that the towers are
designed to respond this this context.

Other comments provided by the DRP

- DRP remains supportive of the development concept and reiterates that given the discretion sought the strength of provisions is important to ensure that the development outcome envisioned by the concept plan is secured.
- Would encourage for diagrams to be included to show how the development provisions are intended to function.
- · City of Melbourne design guidelines would assist with defining good and bad design elements.

Other general comments provided by the City

N/A

Conclusion

The design has been provided to inform the LDP.

Commenting on the LDP must not be seen as approval of the design presented or of future designs. The DA will be assessed against all the guidelines outlined in the LDP and any items arising. Key issue for completion of LDP:

- Visual impact studies
- Definition of height of floor to floor, height for ground to podium and floor podium to towers
- · Establish AHD levels for top of towers and podium

Principle

No further comments on this principle

- · Built form and scale
- · Impact of towers

Principle 2 -

Landscape

quality

· Impact of towers		
		DRP Comments 25 August 2021
Design quality ev	alua	tion
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.
Strengths of the	Prop	osal
 The general expansion of the LDP objectives is supported The design approach to mitigate the bulk and scale of the development including splitting the towers, unequal tower heights, curved tower edges, integration of double height landscaped 'sky parks', generous balconies, architectural portal elements and positioning of the towers behind each other when viewed from Leederville Town Centre is supported Integration of the landscaped public plazas at ground level and sleeved carparking is positive The site is well located for the proposed density with minimal impact on the existing adjoining context Design Principles		
Principle 1 - Context and character	•	Principle Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place. Supportive of the high level response to the character, provided that a detailed Urban

Design Study is provided to accompany a future Planning Approval application Inclusion of a high quality materials palette within the LDP is supported

integrated and sustainable system, within a broader ecological context.

Good design recognises that together landscape and buildings operate as an

Principle 3 - Built	Principle
form and scale	Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.
	No further comments on this principle
Principle 4 - Functionality and build quality	Principle Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.
	No further comments on this principle
Principle 5 - Sustainability	Principle Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.
	 A holistic approach and extensive sustainability measures identified through the ESD concept is supported
Principle 6 - Amenity	Principle Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.
	No further comments on this principle
Principle 7 - Legibility	Principle Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.
	 The LDP embeds a fine grained approach and encourages pedestrian movement around the site through the inclusion of the pedestrian canopy to three edges. The active sleeved parking interface is positive
Principle 8 - Safety	Principle Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use. • Lighting strategy and design of public realm spaces responds to CPTED principles
Principle 9 -	Principle
Community	Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.
	No further comments on this principle
Principle 10 -	Principle Principle
Aesthetics	Good design is the product of a skilled, judicious design process that results in
Others	 attractive and inviting buildings and places that engage the senses. The LDP provisions integrate meaningful elements and strategies to mitigate the massing and scale of the development. Splitting the towers, unequal tower heights, curved glass tower corners, generous apartment balconies, double height 'skypark' cutouts, architectural portal element articulation and positioning of the towers behind each other when viewed from Leederville Town Centre have all been embedded in the LDP
other comments	provided by the DRP

Suggested LDP wording changes and corrections are as follows:

- Remove repetition "Thriving Places", bullet five is repeated in "Sensitive Design", bullet m)
- Clarify "Sensitive Design" n) bullets two (avoid a predominantly glazed appearance) and three that
 desires a balance of transparency and solidity
- Clarify "Sensitive Design" n) bullet six unclear on the meaning of this sentence.
- Correct "Development Controls" 4.9.5 "Ground floor tenancies are to include a minimum...."
- Correct "Development Controls" 4.11.1 "Refer to Figures 3 and 4...."

Other general comments provided by the City

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Conclusion

 The proposed LDP is comprehensive and a product of a long period of engagement with the City, stakeholders and local community. Previous DRP comments have been adopted and addressed. The DRP supports a considered LDP setting the base to achieve a high quality built form outcome. The DRP encourages and would support a concurrent Planning Approval application.

4	Meeting Close
	Simon Venturi closed the meeting at 5.40pm.
	The next meeting is scheduled to be held on 1 September 2021

ORDINARY COUNCIL MEETING 12 OCTOBER 2021

