

**5.2 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 22 September 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:**

<b>Landowner:</b>	Perpetual Corporate Trust
<b>Applicant:</b>	Hatch Roberts Day
<b>Date of Application:</b>	18 February 2021
<b>Zoning:</b>	MRS: Urban LPS2: Zone: Regional Centre R Code: No R Code
<b>Built Form Area:</b>	Town Centre
<b>Lot Area:</b>	4,306m <sup>2</sup>
<b>Right of Way (ROW):</b>	No
<b>Heritage List:</b>	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
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Submissions Received	Within LPSP Area	Outside LPSP Area	Total
<b>Support</b>	15.4%	11.5%	26.9%
<b>Object</b>	38.5%	25%	63.5%
<b>Concerns but neither supporting or objecting</b>	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 be 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 adaptation 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 is 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 detailed comments provided				
	Not supported				
	Insufficient information for comments to be able to be provided.				
	DRP 1 3 July 2019	DRP 2 16 October 2019	DRP 3 22 April 2020	DRP 4 19 May 2021	DRP 5 25 August 2021
Principle 1 - <b>Context and character</b>	No colours provided				
Principle 2 - <b>Landscape quality</b>					
Principle 3 - <b>Built form and scale</b>					
Principle 4 - <b>Functionality and build quality</b>					
Principle 5 - <b>Sustainability</b>					
Principle 6 - <b>Amenity</b>					
Principle 7 - <b>Legibility</b>					
Principle 8 - <b>Safety</b>					
Principle 9 - <b>Community</b>					
Principle 10 - <b>Aesthetics</b>					

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. It is also being presented due to the proposal receiving more than five objections during the consultation, and does not comply with the permitted height outlined within the Leederville Masterplan or Built Form Policy.

Presenting this to Council as per the agreed statutory timeframes between Administration and the applicant, therefore the City's Council Election Period Policy does not apply.

#### **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; and
- 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, comprising of a cultural and/or community multi-purpose facility with a minimum area of 180 square metres, and a business incubator/co-working space of a minimum area of 60 square metres. The LDP also provides for the establishment of a cultural facility such as an art gallery or art collective, through the use of the public art contribution.

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, establishing a cultural facility, 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 would align with the objectives of the Public Art Policy, and would be implemented through a condition of development approval.

## 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 realm. 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.

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 a cultural and/or community facility, and a business incubator/co-working space in accordance with the proposed Development Incentives for Community Benefit provisions of the LDP. This would be eligible for 20 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. This would be eligible for 40 points and would be secured through a condition of a future development approval.

In addition to these 110 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:

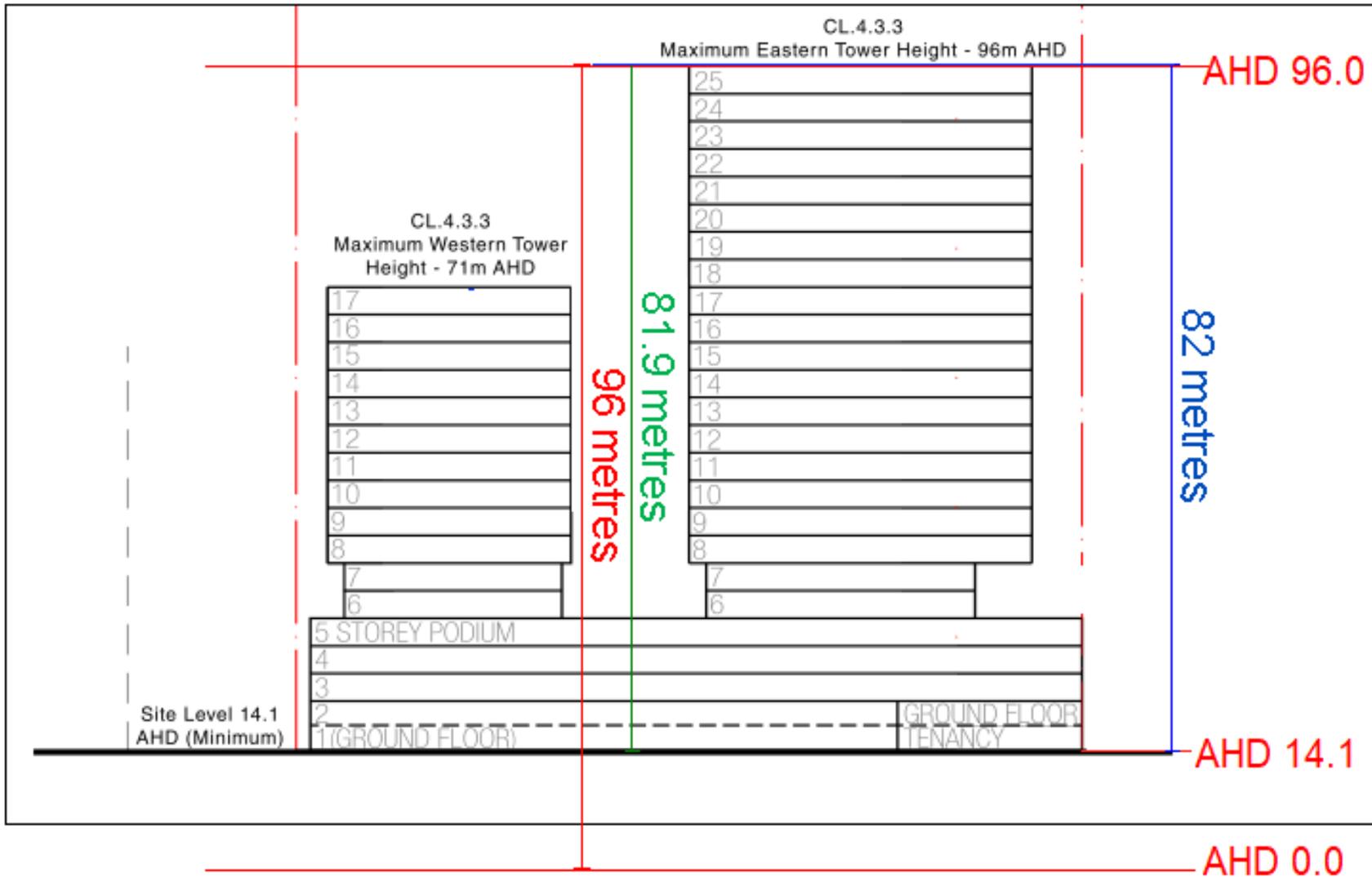
- The Transport Guidelines indicate that developments generating between 10 and 100 vehicle trips in the peak hour would have a moderate impact on the road network. The proposal would result in an increase of 63 and 75 vehicles utilising the Frame Court and Leederville Parade intersection respectively. 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.



- Proposed LDP Height (metres)
- AHD Heights
- Permitted LPSP Height (metres)