

5.7 OUTCOMES OF ADVERTISING: DRAFT PRECINCT STRUCTURE PLAN AND DRAFT PLACE PLAN - LEEDERVILLE; AND PREPARATION OF AMENDMENT 7 TO LOCAL PLANNING SCHEME NO. 2

- Attachments:**
1. Leederville Town Centre Place Plan - Summary of Submissions
 2. Leederville Town Centre Place Plan
 3. Draft Precinct Structure Plan - Summary of Submissions
 4. Draft Precinct Structure Plan - Schedule of Modifications
 5. Draft Amended Precinct Structure Plan - Tracked
 6. Amendment 7 to Local Planning Scheme No. 2 - Form 2A

RECOMMENDATION:

That Council:

1. **ADOPTS** Volume 04: Leederville Town Centre Place Plan included as Attachment 2;
2. **RECOMMENDS** that the Western Australian Planning Commission approve the modifications listed at Attachment 4 and the revised Leederville Precinct Structure Plan included as Attachment 5;
3. **PREPARES** Amendment No. 7 to Local Planning Scheme No. 2 included as Attachment 6, pursuant to Section 75 of the *Planning and Development Act 2005*;
4. **CONSIDERS** Amendment No. 7 to Local Planning Scheme No. 2 as a standard amendment under Regulation 35(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the amendment;
 - 4.1 The amendment relates to a zone that is consistent with the objectives of the Scheme;
 - 4.2 The amendment would have minimal impact on the surrounding area as the rezoning and reclassification of land would not alter the existing built form requirements on the subject sites;
 - 4.3 The amendment would not alter the Urban zoning under the Metropolitan Region Scheme;
 - 4.4 The amendment would not result in any significant environmental, social, economic or governance impacts; and
 - 4.5 The amendment is not considered to be a basic or complex amendment, as defined within the regulations; and
5. **NOTES:**
 - 5.1 Administration will publish a notice of adoption of Volume 04: Leederville Town Centre Place Plan on the City's website and social media platforms and will notify Leederville Connect and all those who made submissions on the document;
 - 5.2 Submissions received in relation to the advertising of the draft Volume 04: Leederville Town Centre Place Plan and draft Leederville Precinct Structure Plan, and Administration's response to the submissions, are included as Attachment 1 and 3 respectively; and
 - 5.3 Administration will forward Amendment No. 7 to Local Planning Scheme No. 2 to the Environmental Protection Authority pursuant to Section 8 of the *Planning and Development Act 2005* before advertising the amendment for public comment.

PURPOSE OF REPORT:

To consider:

- the outcomes of the Design Leederville public consultation and adoption of the draft Volume 04: Leederville Town Centre Place Plan (LTCPP);
- the recommendation to Western Australian Planning Commission to approve the draft Leederville Precinct Structure Plan (LPSP); and
- the preparation of Amendment 7 to align the Local Planning Scheme for the implementation of the Leederville Precinct Structure Plan.

BACKGROUND:

The City commenced the preparation of the draft LPSP and LTCPP in 2019. Step 1 was to understand the Leederville Precinct from a technical perspective through desktop research and site visits, culminating in a detailed SWOT Analysis.

Step 2 was to inform the community and key stakeholders of the findings to determine if these matched with community personal experiences and knowledge. This provided further context, history and information about the current use of the precinct. A preliminary consultation was undertaken titled Design Leederville in 2019 and resulted in [Outcomes of Design Leederville 2019](#) and the [Opportunity and Constraints mapping](#).

One of the major stakeholders involved since the start of the projects is Leederville Connect, the local Town Team. Leederville Connect's involvement has been invaluable in providing early input from the perspective of business owners, residents, and experts. Leederville Connect and its Design sub-committee has put together several design resources which evolve over time. This includes Leederville Narrative, Good ideas for Leederville, Leederville's Character and Shared Spaces, Social Infrastructure in Leederville, Leederville's User Experience and Making Good Places. The Design Resources helped inform new design proposals and convey what is needed in the centre from the Town Team's perspective.

At its Ordinary Meeting on 27 April 2021, Council endorsed for advertising the [LPSP](#) and [LTCPP](#).

The advertised draft LPSP included development requirements and objectives that aim to achieve the following:

- Maintaining character of Oxford Street by including a height limit of two storeys and requiring traditional shop front design in the core.
- A place for everyone –
 - Enhancing the education and civic land uses in the area to continue to support a diverse demographic of people living, working, and enjoying the area.
 - A variety of housing in the area with lower density to the north and increased density to the south.
- Transit Oriented Development – Increased density in close proximity to the train station to enable transport choice. The draft LPSP also aligns with the City's draft Accessible City Strategy to prioritise pedestrians, followed by cyclists; followed by public transport users; followed by people who choose to drive.
- Support for local businesses – Increased housing density around commercial areas to improve the catchment, while at the same time allowing market-led (no minimum, no maximum) commercial floor space to ensure flexibility and responsiveness.
- Improved landscaping – The draft LPSP provides provisions aligned with the City's Built Form Policy to seek landscaping outcomes on private land that exceed the provisions of the R-Codes.
- Improved pedestrian movement and access – The draft LPSP proposes an east-west pedestrian connection on the existing Mounts Bay Drain through the town centre through formal agreement with the Water Corporation. Improved north and south pedestrian connections are also proposed and are to be secured through development incentives and requirements.
- Improving public open spaces – The draft LPSP proposes to maintain and enhance the permeability of Oxford Reserve and Leederville Oval.

The LTCPP provides the context of Leederville and includes key actions for the City to implement or advocate for, arranged in the six Council priorities of the Strategic Community Plan.

The 2021 Design Leederville consultation campaign ran from 10 May until 5 July 2021. A consultation open day occurred on 29 May 2021, and the project team were in Leederville on 5 June and 19 June. While letters were not sent to individual owners in the area, brochures were circulated to the entire City of Vincent notifying of the open day and included a notice of the proposed Precinct Structure Plan and Place Plan.

DETAILS:

The City received a combined 53 submissions for both projects. This included 22 surveys and 4 written submissions for the draft LTCPP, and 14 surveys and 13 written submissions for the draft LPSP.

Leederville Town Centre Place Plan

A summary of submissions and Administration's suggested modifications on the draft LTCPP is included at **Attachment 1**:

- Strong support for developing a concept plan for Oxford Street Reserve with additional suggestions for further design aspects to consider when creating the plan;
- Preference for an underpass or overpass at various points along Loftus Street to assist pedestrian/cyclist crossing, rather than signal timing improvements as a solution;
- Changes to the action to beautify Electric Lane to reflect the current state of the laneway/ABN development; and
- Strong support for the beautification of Electric Lane and the installation of LED streetlights along Oxford Street.

The primary amendments resulting from community consultation were to add wording to the analysis section. The purpose of these changes is to provide further clarity to the intent of the action and to ensure specific aspects raised by the submissions are considered at the time the action is implemented (for example, pedestrian amenity and safe crossings, shade, power supply, signage, lighting, greenery, recycling stations, traffic calming measures and universal access).

Leederville Precinct Structure Plan

A summary of submissions and Administration's suggested modifications on the draft LPSP is included at **Attachment 3**. The main issues raised are as follows:

- Opposition to the draft proposed vehicle connection from Carr Place to Loftus Street;
- Density is needed to support the success of the town centre; and
- New development needs to be sensitively designed to maintain the character of the precinct.

In response to these issues, Administration proposes the following key amendments:

- Removal of the draft proposed vehicle connection of Carr Place and Loftus Street.
- Changing the provisions relating to Development Incentives for Community Benefit:
 - to seek alternative north-south pedestrian and vehicle connections; and
 - reframe the criteria to achieve the community benefits.
- Amendment of the Building Heights:
 - to provide clear maximum heights; and
 - to adjust the allowed heights to provide more suitable transitions between each sub-precinct and provide more opportunity for development within 800m of the train station.
- Clarifying the Heritage Management provisions to differentiate between the retention of Heritage Buildings and the sensitive design within context adjacent to Character Buildings.

A detailed list of the amendments is included as **Attachment 4**. This schedule of modifications is a statutory requirement, separate to the summary of submissions. These modifications have been shown in tracked changes on **Attachment 5**.

Amendment 7

Administration has prepared Amendment 7 to Local Planning Scheme No. 2, as at **Attachment 6**, to change the zoning of the area subject to the Precinct Structure Plan. The subject area is proposed to be amended to Centre zone to allow the implementation of the provisions of the Precinct Structure Plan. This is considered to be a standard amendment as it allows for the implementation of the Leederville Precinct Structure Plan without providing any further development controls. The zoning listed in the Precinct Structure Plan will apply, with land use permissibility being set by the Scheme.

CONSULTATION/ADVERTISING:

The City will notify all submitters of the outcomes of the Ordinary Meeting of Council. If adopted, further consultation would take place as required when completing each of the actions within the LTCPP. The Western Australian Planning Commission may require further advertising be undertaken for the proposed modifications or for any modifications they require.

Advertising of Scheme Amendment 7 would be required to be conducted in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* after gaining approval from the Environmental Protection Authority. This would include letters to owners and occupiers, publishing a notice in the newspaper and publishing a notice on the City's website.

LEGAL/POLICY:

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- State Planning Policy 4.2 Activity Centres for Perth and Peel;
- State Planning Policy 7.2 Precinct Design;
- Perth and Peel@3.5million Sub Regional Framework;
- State Planning Policy 3.1 – Residential Design Codes (R Codes);
- City of Vincent Local Planning Scheme No. 2;
- Policy No. 4.1.5 – Community Consultation; and
- Vincent Town Centre Place Plans Volume 1.

RISK MANAGEMENT IMPLICATIONS

Low: It is low risk for Council to endorse LTCPP and recommend the approval of the draft LPSP.

STRATEGIC IMPLICATIONS:

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

Enhanced Environment

*We have improved resource efficiency and waste management.
Our parks and reserves are maintained, enhanced and well utilised.
Our urban forest/canopy is maintained and increased.
We have minimised our impact on the environment.*

Accessible City

*Our pedestrian and cyclist networks are well designed, connected, accessible and encourage increased use.
We have better integrated all modes of transport and increased services through the City.
We have embraced emerging transport technologies.*

Connected Community

*Our community facilities and spaces are well known and well used.
We have enhanced opportunities for our community to build relationships and connections with each other and the City.
We recognise, engage and partner with the Whadjuk Noongar people and culture.
We are an inclusive, accessible and equitable City for all.*

Thriving Places

*We are recognised as a City that supports local and small business.
Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.
We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.
Our physical assets are efficiently and effectively managed and maintained.*

Sensitive Design

*Our built form is attractive and diverse, in line with our growing and changing community.
Our built form character and heritage is protected and enhanced.
Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.*

Innovative and Accountable

*Our resources and assets are planned and managed in an efficient and sustainable manner.
Our community is aware of what we are doing and how we are meeting our goals.
We are open and accountable to an engaged community.*

SUSTAINABILITY IMPLICATIONS:

This is in keeping with the following key sustainability outcomes of the *City's Sustainable Environment Strategy 2019-2024*.

*Sustainable Energy Use/Greenhouse Gas Emission Reduction
Sustainable Transport
Water Use Reduction/Water Quality Improvement
Waste Reduction
Urban Greening and Biodiversity*

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the following priority health outcomes of the *City's Public Health Plan 2020-2025*:

*Increased mental health and wellbeing
Increased physical activity
Reduced injuries and a safer community*

FINANCIAL/BUDGET IMPLICATIONS:

The cost of advertising the final outcome of the LT CPP and draft LPSP will be met through the City's existing operational budget.

The implementation of the actions within the LT CPP would be supported through allocations within current and future City operating and project budgets as follows:

Actions to be implemented through existing operating budgets or existing project budgets: 1.1, 1.2, 1.3, 1.4, 2.1, 2.2, 2.7, 2.8, 3.1, 3.2, 4.1, 4.3, 4.5, 4.8, 4.9, 5.1, 5.2, 5.3, 6.1, 6.2, 6.3, 6.4	
Actions that have requested budget for 21/22: 4.4 – Lighting audit 4.6 – Streetscape improvements 4.10A – Request the Minister of Lands acquire the right of way linking Oxford Street to the strata lots at 663 Newcastle Street	\$5,000 \$10,000 \$2,000
Actions that may require additional budget from 22/23 onwards: 1.1, 2.3, 2.6, 4.2, 4.4, 4.6, 4.7, 4.8, 4.10B, 5.3, 6.3	

The implementation of actions within the draft LPSP would be set in budgets following the approval of the Western Australian Planning Commission.

COMMENTS:

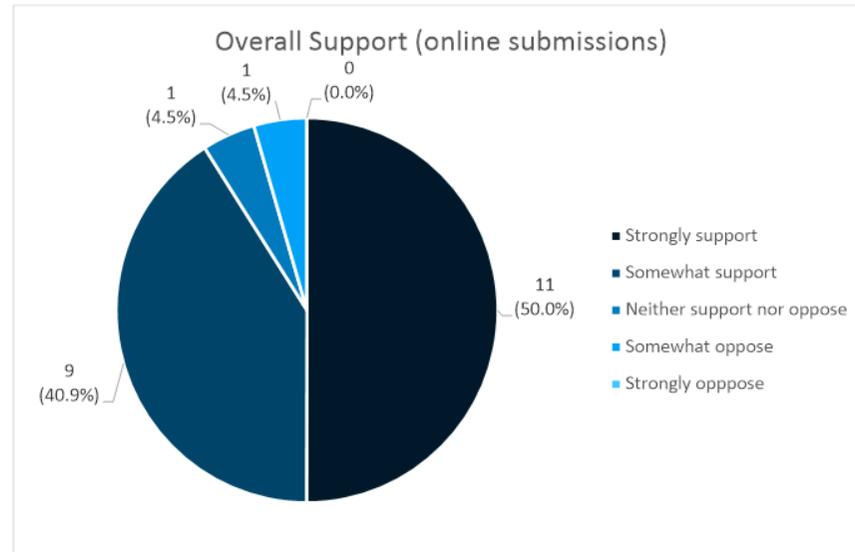
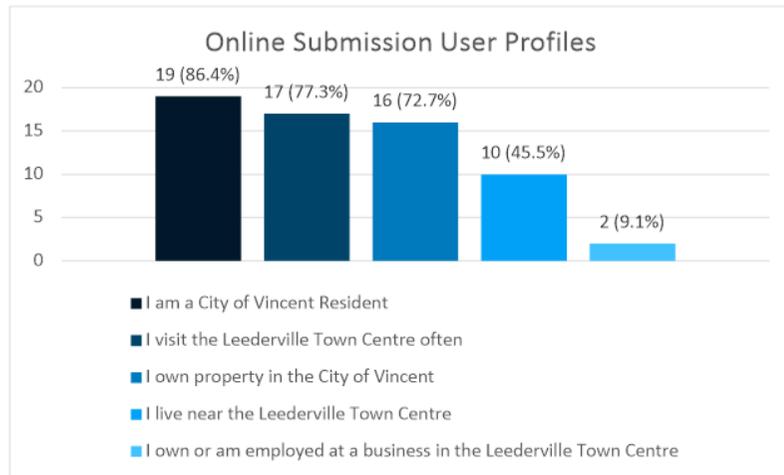
The Leederville precinct is a vibrant hub of activity that is highly valued by both the local and wider community. Leederville has a unique character and is known for its alternative atmosphere and café culture, which services its residential catchment as well as the broader Perth metropolitan area. The Leederville precinct provides an important hub of local community infrastructure, with the City of Vincent administration and civic centre, library and community centre accommodated in the precinct.

There are a number of positive upcoming developments within the Leederville Town Centre including:

- The public consultation for the Local Development Plan for 40 Frame Court has now been completed, with submissions currently being collated and reviewed.
- 800+ ABN staff have moved into the new building at 301 Vincent Street.
- The laneway behind the new ABN building has been named Electric Lane and will incorporate overhead lighting, public art and alfresco dining once complete.
- A 120-seat restaurant on Carr Place by restaurateur, Will Meyrick, is scheduled to open in the coming months. Also opening in previously vacant properties along Oxford Street are a Moroccan restaurant, a Vietnamese tapas bar, a cocktail wine bar and a small plates and pizza place.
- The multi-million-dollar refurbishment of The Leederville Hotel is scheduled to open in September and will include a new dining area, bar, shops and kiosks. The development has a dual frontage with the intent of activating both Oxford Street and the Electric Lane.
- The City intends to address concerns around parking supply in the Town Centre and explore options to consolidate parking in Leederville in line with the Precinct Structure Plan. This could be done through an advertisement for expressions of interest in developing the Frame Court and/or Avenue Car Parks including the construction of a multi-storey car park to service the Town Centre. A report will be prepared for Council after its consideration of the Precinct Plan which considers the process for the EOI advertisement and the criteria for interested proponents.

Leederville Town Centre Place Plan Summary of Submissions

OVERALL SUMMARY OF ONLINE SUBMISSIONS	
Total Responses	22
Strongly support	11
Somewhat support	9
Neither support nor oppose	1
Somewhat oppose	1
Strongly oppose	0
OVERALL SUMMARY OF WRITTEN SUBMISSIONS	
Total Responses	4
Total number of submissions	26



01 ENHANCED ENVIRONMENT			
Online Support Levels	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 1.1 DEVELOP A CONCEPT PLAN TO ENHANCE THE COMMUNITY USE, CONNECTIVITY, AND VIBRANT OF OXFORD STREET RESERVE			
<p>1.1</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Item 1. Submitter 3</i> Submitter suggests Oxford Street Reserve be equipped with facilities (e.g., shade/cover, power supply), and to be made suitable for hosting small group gatherings.</p> <p>Submitter also suggests improving directional signage in this area to landmarks such as the train station, Village Square and nearest toilets.</p>	<p>Submitter suggestions noted and will be considered in the development of the concept plan. Additional wording will be added to the 'Analysis' section to capture shade, power supply and signage. Improvements to the Reserve will enhance the space for small group gatherings.</p> <p>Improvements to the signage of Oxford Street Reserve will occur in conjunction with the Wayfinding Plan (Action 2.7).</p>	<p>Modify Action 1.1 with additional wording in the 'Analysis' section:</p> <p>"A concept plan, employing CPTED principles <u>and taking into consideration pedestrian amenity, shade, power supply, signage, lighting, greenery and recycling stations</u>, could be developed to better...."</p>
	<p><i>Item 2. Submitter 3</i> Submitter suggests the seating area and pedestrian corridor outside Cranked Coffee is underutilised.</p> <p>Submitter notes the vegetation hasn't grown over the shade structure to provide shade effectively and may require an additional cover for daytime use.</p> <p>Submitter requests better lighting of the pedestrian corridor for night-time use.</p> <p>Submitter also suggests a recycling/sustainability hub (e.g., bottle/can collection and recycling bins) could be installed near the seating area of Cranked Coffee or the Avenue Car Park. Alternatively, submitter suggests expanding the recycling collection bins outside of the City of Vincent Library.</p>	<p>Submitter suggestions noted and will be considered in the development of the concept plan. Additional wording will be added to the 'Analysis' section to capture shade, lighting and recycling stations.</p> <p>It is noted that the pedestrian corridor adjacent to Cranked Coffee will be considered as part of the concept plan for the Oxford Street Reserve.</p>	
	<p><i>Item 3. Submitter 13</i> Submitter considers the current design of Oxford Street Reserve to be pretty good but</p>	<p>Submitter suggestions noted and will be considered in the development of the concept plan. Additional wording will be</p>	

	<p>believes further improvements to the place should be a priority.</p> <p>Improvements might include cleaning the paving, establishing a minimum width of footpath that is clear of any infrastructure, adding more plants (although the submitter expresses a distaste for fake plants and the existing grey planters with succulents), better quality parklets, establishment of a temporary art program or pop-up market and rationalising the streetscape infrastructure in this area so it is less cluttered.</p>	<p>added to the 'Analysis' section to capture additional greenery and the consideration of pedestrian amenity (e.g., clear footpath).</p> <p>Pavement cleaning, parklets, art programs and pop-up market events are outside the scope of this action and are covered under other City processes and day-to-day operations.</p>	
<p>Action 1.2 INVESTIGATE BLACK SPOT FUNDING FOR A CONTINUOUS GREENED MEDIAN ON LEEDERVILLE PARADE</p>			
<p>1.2</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 4. Submitter 2.</i> Submitter suggests inserting a roundabout from Frame Court onto Leederville Parade to improve safety and ease of access.</p>	<p>Submitter suggestion noted.</p> <p>In the development of any traffic calming matters, all possible solutions will be investigated, and will be considered in the City's broader Capital Works Program</p>	<p>Modify the Action 1.2 'Solution' section:</p> <p>Investigate Black Spot funding for a <u>continuous greened median safer pedestrian crossing environment</u> on Leederville Parade.</p>
	<p><i>Item 5. Submitter 5.</i> Submitter proposes a footpath on the Mitchell Freeway side for the entire length of Leederville Parade, in addition to the footpath on the town centre side and the proposed green median. The submitter suggests this will allow safe pedestrian crossing and flexibility in crossing location.</p> <p>The Submitter also suggests Frame Court car park and the garden/open space to the south of the car park be upgraded to provide a more friendly pedestrian entrance to the area.</p>	<p>It is acknowledged that the principal shared path follows the Mitchell Freeway and there is a portion of Leederville Parade (at the Loftus Street end) where there is no footpath on the Freeway side and no safe crossing point in this area. The 'Analysis' section has been updated to reference this issue.</p> <p>The City is investigating extension of PSP and this will include ensuring there is a safe pedestrian environment, and the most appropriate solution will be implemented</p>	<p>Modify Action 1.2 with additional wording in the 'Analysis' section:</p> <p>"As there is no median, there are few opportunities for pedestrians and cyclists to cross safely between the footpath and principal shared path. <u>In addition, there is a portion of Leederville Parade (towards Loftus Street) where the principal shared path veers off and which does not have a footpath on the freeway side to provide a safe crossing.</u>"</p>

		<p>The garden/open space to the south of the Frame Court car park is owned by the Water Corporation. The development of this site is outside of the scope of the Leederville Town Centre Place Plan. Whilst it is private land it is noted as key development site in the draft Precinct Structure Plan and is a key consideration for redevelopment of site is the provision of public space.</p>	<p>“As a high-risk location, an opportunity exists to investigate Black Spot funding to implement <u>potential solutions</u> (such as a continuous median) on Leederville Parade <u>to create a safe pedestrian crossing environment.</u>”</p> <p>Additional wording in the ‘Solution’ section:</p> <p>“Investigate Black Spot funding for a <u>continuous greened median safer pedestrian crossing environment</u> on Leederville Parade”.</p>
<p>Action 1.3 UNDERTAKE THE BEAUTIFICATION AND ECO-ZONING OF LOT 210 LEEDERVILLE PARADE</p>			
<p>1.3</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 6. Submitter 3.</i> Submitter suggests Lot 210 be landscaped with native plants and re-establishing pre-development vegetation.</p>	<p>Submitter suggestions noted. Eco-zoning involves the conversion of underutilised turfed area in native garden areas, and thus using native plants to vegetate will be the priority.</p>	<p>No modification required.</p>
<p>Action 1.4 SUPPORT THE POTENTIAL INSTALLATION OF A FAST-CHARGING ELECTRIC VEHICLE STATION IN THE AVENUE CAR PARK</p>			

<p>1.4</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Item 7. Submitter 3.</i> Submitter notes that a charge station is already installed in the Avenue Car Park according to the RAC interactive map.</p>	<p>Noted. This action will see the installation of additional stations, and potentially the replacement of the existing station. Additional wording in the 'Analysis' section of the action has been included to reflect this.</p> <p>The draft Leederville Precinct Structure Plan has provisions for carparking areas in new developments to ensure there are bays with electric vehicle charging ability or the ability to provide the infrastructure in the future.</p>	<p>Modify Action 1.2 with additional wording in the 'Analysis' section:</p> <p><u>"A single electric vehicle charging point exists in the Avenue Car Park adjacent to the toilet block. Additional or replacement vehicle charging stations will increase the City's capacity to reduce carbon emissions caused by the transport network"</u></p>
O2 ACCESSIBLE CITY			
Online Support Levels	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 2.1 ADVOCATE TO THE PUBLIC TRANSPORT AUTHORITY FOR A LEEDERVILLE STATION UPGRADE			
<p>2.1</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Item 8. Submitter 3.</i> Submitter supports the accessible upgrade to train station and believes it is much needed.</p> <p>Submitter also requests a safe crossing on Oxford St (e.g., pedestrian zebra crossing) at the street level end of the ramp.</p>	<p>Submitter support for accessible upgrade is noted.</p> <p>The safe crossing of pedestrians from the train station ramp can be investigated as part of the Leederville Station Upgrade. The 'Analysis' action of this section has been updated to reflect this.</p>	<p>Modify Action 2.1 with updated wording in the 'Analysis' section:</p> <p>"There is an opportunity for the station, overpass <u>and pedestrian crossing</u> environments to be upgraded to increase the level of accessibility for all, improve pedestrian comfort, <u>safety</u> and experience..."</p>
	<p><i>Item 9. Submitter 9.</i> Submitter does not support 'putting pressure' on other government departments.</p>	<p>The process of advocating to other government departments is seen by the City as a collaborative process and is not intended to pressure government departments into making an unsound decision.</p>	<p>No modification required.</p>
	<p><i>Item 10. Submitter 16.</i> Submitter strongly supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

Action 2.2 ADVOCATE TO THE PUBLIC TRANSPORT AUTHORITY AND THE WATER CORPORATION FOR ROUTE 15 TO BE REROUTED AROUND THE PERIMETER OF THE TOWN CENTRE			
<p style="text-align: center;">2.2</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 11. Submitter 5.</i> Submitter supports action in principle but has expressed concerns about traffic flow should the reroute including turning west or east onto Vincent Street from Oxford Street coming from Leederville Parade.</p> <p>The submitter suggests the long-term goal of the City should be to pedestrianise Oxford Street between Vincent Street and Leederville Parade and complete modifications on the Oxford/Vincent intersection to reduce traffic restrictions.</p> <p>Submitter suggests allowing only hydrogen busses along Route 15 to reduce/eliminate noise and smell issues.</p>	<p>Submitters’ traffic concerns have been noted. The City will work with the Public Transport Authority to establish the most appropriate route for Bus 15.</p> <p>The preparation of draft Leederville Precinct Structure Plan saw the investigation of a cul-de-sac at the Leederville Parade end of Oxford Street to pedestrianise the area. Although the area was identified as capable in terms of traffic volume, it ultimately wasn’t considered suitable for safety issues and the impact a lack of through traffic would have on the businesses.</p> <p>An action of the draft <i>Accessible City Strategy</i> is to reduce carbon emissions caused by the transport network, and the City will encourage the Public Transport Authority to transition to zero-emission alternative busses in Leederville. Additional wording will be added to the ‘Analysis’ section of this action to address this.</p>	<p>Modify Action 2.2 with updated wording to the ‘Analysis’ section:</p> <p>“Rerouting the bus and exploring other options to decrease noise and emissions (e.g., advocating to the Public Transport Authority for use of zero-emission alternative busses) provides as an opportunity to improve the amenity of the Town Centre”.</p>
	<p><i>Item 12. Submitter 9.</i> Submitter does not support ‘putting pressure’ on other government departments.</p>	<p>The process of advocating to other government departments is seen by the City as a collaborative process and is not intended to pressure government departments into making an unsound decision.</p>	<p>No modification required.</p>
Action 2.3 PREPARE A PLAN TO IMPROVE THE PEDESTRIAN AND CYCLE ENVIRONMENT CROSSING LOFTUS STREET			
	<p><i>Item 13. Submitter 2.</i> Submitter suggests an underpass under the Loftus Street and Vincent Street intersections.</p>	<p>Submitter support of an underpass has been noted and will be considered during the investigation of other options as highlighted in the ‘Analysis’ section of the action. Investigation into an underpass will</p>	<p>No modification required.</p>

<p>2.3</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 		<p>need to consider the significant cost investment, potential removal of existing mature trees, impact on the environment and ownership of the road.</p> <p>An underpass/overpass for Richmond Street has been noted in the draft Leederville Precinct Structure Plan.</p>	
	<p><i>Item 14. Submitter 3.</i> Submitter supports improved crossings on Loftus Street and notes the lights at Vincent Street require pedestrians to cross halfway at a time and takes a long time.</p> <p>The submitter suggests an overpass or underpass at Carr Place/Carr Street and Loftus Street as the submitter believes Carr Place/Carr Street provides much friendlier pedestrian access.</p> <p>The submitter suggests traffic light crossings for pedestrians be installed at the corner of Richmond Street and Loftus Street.</p>	<p>Submitter support for an underpass/overpass, additional traffic light crossings and the suggested locations have been noted and will be considered during the investigation of other options as highlighted in the 'Analysis' section of the action. Investigation into an underpass/overpass will need to consider the significant cost investment, potential removal of existing mature trees, impact on the environment and ownership of the road.</p> <p>Improved pedestrian crossing of Richmond Street has been noted in the draft Leederville Precinct Structure Plan.</p>	No modification required.
	<p><i>Item 15. Submitter 8.</i> Submitter suggests a more permanent solution for linking Loftus Street to Leederville than improvements to signal timing, for example an overpass from Emerson Street to Loftus Recreation Centre.</p>		
<p>Action 2.4 COLLABORATE WITH THE TOWN OF CAMBRIDGE AND MAIN ROADS TO PLAN UPGRADES TO THE LAKE MONGER CONNECTION</p>			

<p>2.4</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p>No submissions.</p>		
<p>Action 2.5 PLAN IMPROVEMENTS TO THE OXFORD STREET CYCLING ENVIRONMENT TO SUPPORT EXTENDING THE 30KM/H SPEED ZONE NORTH OF VINCENT STREET</p>			
<p>2.5</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Item 16. Submitter 3.</i> Submitter suggests reducing car parking on Oxford Street to create a more pedestrian and cycling friendly environment.</p> <p>Submitter also suggests building a multi-storey car park in the Avenue Car Park site to compensate for reduced parking on Oxford Street.</p>	<p>Submitter suggestion noted. This is in line with the draft Accessible City Strategy which provides that the City will consider removing on-street parking in activated corridors to prioritise vulnerable users.</p> <p>The Leederville Precinct Structure Plan recognises the Avenue Car Park site as an opportunity to consolidate car parking into a multi-storey structure as part of a comprehensive mixed used development.</p>	<p>No modification required.</p>
	<p><i>Item 17. Submitter 4.</i> Submitter is supportive of investing in cycling paths, bike stands and other cycling infrastructure as this will have a positive effect on Leederville businesses and pedestrians.</p>	<p>Submitter support noted.</p> <p>The investment into cycling infrastructure can be investigated as part of the planned improvements. The 'Analysis' action of this section has been updated to reflect this.</p>	<p>Modify Action 2.5 with additional wording in the 'Analysis' section:</p> <p>"There is an opportunity to plan improvements to the Oxford Street cycling environment to improve safety and amenity, <u>including but not limited to cycling infrastructure and traffic calming measures.</u>"</p>
	<p><i>Item 18. Submitter 5.</i> Submitter strongly supports the initiative but expresses doubt at its effectiveness. The submitter suggests that signage alone will not</p>	<p>Submitter support noted.</p> <p>Additional traffic calming measures can be investigated as part of the planned</p>	

	cause vehicles to obey the speed limit and should be accompanied by traffic calming measures.	improvements. The 'Analysis' action of this section has been updated to reflect this.	
	<i>Item 19. Submitter 9.</i> Submitter believes that alienating drivers isn't going to make the Town Centre a more vibrant space as Perth is a city of drivers and people acknowledge that Leederville is next to a freeway.	The intent of this action is not to alienate drivers but to create a shared safe environment between all road users, including cyclists and motorists as highlighted in the diagnosis of the action.	No modification required.
	<i>Item 20. Submitter 16.</i> Submitter strongly supports this action.	Submitter support noted.	No modification required.
Action 2.6 PLAN IMPROVEMENTS TO VINCENT STREET			
<p>0 (0.0%) 1 (8.3%) 0 (0.0%) 6 (50.0%) 5 (41.7%)</p> <p>2.6</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<i>Item 21. Submitter 3.</i> Submitter suggests a pedestrian light crossing be installed near the entrance to the Leederville Oval and Leederville Early Childhood Centre.	Submitter suggestion noted. Safe crossing points will be investigated as part of the improvement. Lack of crossing points has been identified in the 'Analysis' section of the action.	No modification required.
Action 2.7 DEVELOP A WAYFINDING STRATEGY			
	<i>Item 22. Submitter 3.</i> Submitter is supportive of a consolidation of signage and removal of excess signage. Submitter suggests a broad cross section of the community is involved in the development of the Wayfinding Strategy and a signage audit.	Consultation will target a broad cross section of the community as part of development of plan. In person and online engagement will be included in the consultation process.	No modification required.

<p>2.7</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p>Submitter suggests the development of the Wayfinding Strategy should include hands on audits such as walking workshops, and not rely on just online engagement and consultation.</p>		
	<p><i>Item 23. Submitter 4.</i> The submitter has suggested more and better signage alerting pedestrians/motorists to cyclists to improve safety, especially as Leederville is a prime stopping point for cycling clubs and individuals.</p>	<p>Submitter suggestion noted. The 'Analysis' section of the action highlights the need for a focus on active transportation mode users, which would include cyclists.</p>	<p>No modification required.</p>
<p>Action 2.8 INVESTIGATE THE FEASIBILITY AND IMPACT OF DESIGNATED PICK UP POINTS FOR ON-DEMAND TRANSPORT AND THIRD PARTY DELIVERY PARTNERS</p>			
<p>2.8</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 24. Submitter 2.</i> Submitter suggests the Newcastle Street median strip become a designated location for third party delivery drivers due to its proximity to the centre of Leederville and take-away places.</p>	<p>Submitter suggestion noted however, the Newcastle median strip has been determined to be an unacceptable permanent place for parking due to the safety and traffic concerns that have already been brought to the attention of the City, especially the pedestrian/car/bus interface. Other solutions will be investigated as part of this action.</p>	<p>No modification required.</p>
	<p><i>Item 25. Submitter 3.</i> Submitter supports the establishment of a designated pick-up points in Village Square, Oxford Street (north of Vincent Street and adjacent to Village Square) and Newcastle Street (east of Carr Place).</p> <p>The submitter has observed that the intersection of Newcastle and Carr Place is congested with cars parking in the no stopping areas.</p>	<p>Submitter support and observations noted.</p>	<p>No modification required.</p>

	<p><i>Item 26. Submitter 5.</i> Submitter is supportive of the creation of designated pick-up points and encourages the City to enact evening enforcement of the no stopping areas.</p>	<p>Submitter support noted. Although parking restrictions are currently enforced by the City's Rangers, the intent of this action is to focus on design solutions to reduce need for ranger infringements in the evening.</p>	<p>No modification required.</p>
03 CONNECTED COMMUNITY			
Online Support Levels	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 3.1 SEEK OPPURTUNITIES TO COLLABORATE WITH YMCAHQ, FOYER OXFORD, AND TAFE TO ACTIVATE THE TOWN CENTRE			
<p>3.1</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 27. Submitter 3.</i> Submitter suggests the opportunities to collaborate be extended to include other community organisations that service the area, for example homelessness outreach services, Transition Town Vincent, churches, community groups utilising the Community Centre (e.g., Toy Library), and early learning centres.</p>	<p>Submitter suggestion noted. The City will continue to seek opportunities with existing organisations to participate in Town Centre events and activations as highlighted in the 'Analysis' section for the action.</p>	<p>No modification required.</p>
Action 3.2 MANAGE THE TOWN TEAM GRANT			
<p>3.2</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 28. Submitter 3.</i> Submitter suggests the City explore further opportunities to provide additional logistical support for other events for activation in Leederville.</p>	<p>The City provides grant funding for town teams to facilitate events, beyond the yearly town team grants. The City also provides Festival and Event funding for non-town team organisations to access during the year.</p>	<p>No modification required.</p>
	<p><i>Item 29. Submitter 10.</i> Submitter expresses lack of confidence in the Leederville Connect town team to deliver.</p>	<p>The City will continue to work with, and support Leederville Connect to implement projects through the town team grant funding and in-kind support.</p>	<p>No modification required.</p>

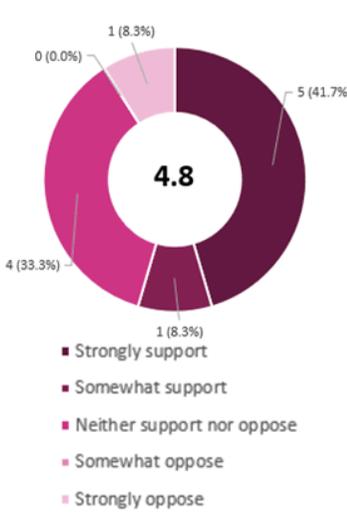
04 THRIVING PLACES			
Online Support Levels	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 4.1 SUPPORT LEEDERVILLE CONNECT TO INVESTIGATE LOCATION FOR EVENT FURNITURE AND FIXTURES STORAGE SPACE IN THE TOWN CENTRE			
<p>4.1</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 30. Submitter 3.</i> Submitter supports this action.</p>	Submitter support noted.	No modification required.
	<p><i>Item 31. Submitter 5.</i> Submitter questions the cost effectiveness of owning event furniture and fixtures versus hiring them when full lifecycle costs are considered (e.g., cleaning, fixing, replacing fixtures). Submitter is supportive of whichever method is most sustainable.</p>	Submitter comments noted. Lifecycle costs will be considered by the town team when purchasing equipment versus hire. The 'Analysis' section will be updated to include cost-effectiveness as a consideration.	Modify Action 4.1 with additional wording in the 'Analysis' section: "This would allow the town team to invest in pieces that fit in the Town Centre aesthetic, <u>are cost-effective</u> and can be used on a continuing basis".
Action 4.2 PLAN FESTOON LIGHTIN IN LEEDERVILLE VILLAGE SQUARE			
<p>4.2</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 32. Submitter 3.</i> Submitter supports this action.</p>	Submitter support noted.	No modification required.
	<p><i>Item 33. Submitter 3.</i> Submitter supports this action and suggests festoon lighting be installed as soon as possible to support events and activations in the area and to avoid costs of hiring lighting in the meantime.</p>	Submitter support noted. The timing of the actions has been prioritised based on the logical sequence of events and immediate impact on the community. Although implementation of this action is planned to start in the 2022/23 financial year, pre-planning activities will occur concurrently with other relevant actions.	No modification required.
	<p><i>Item 34. Submitter 16.</i></p>	Submitter support noted.	No modification required.

<ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p>Submitter strongly supports this action and believes it should assist in further activating the space even during non-event times.</p>		
<p>Action 4.3 IDENTIFY LOCATIONS FOR POWER POINTS IN LEEDERVILLE VILLAGE SQUARE</p>			
<p>4.3</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 35. Submitter 3.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
<p>Action 4.4 UNDERTAKE A LIGHTING AUDIT TO IDENTIFY OPPURTUNITIES FOR LIGHTING IMPROVEMENTS</p>			
<p>4.4</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 36. Submitter 4.</i> Submitter suggests that the lighting audit be extended to surrounding streets that are used as access ways into the town centre.</p> <p><i>Item 37. Submitter 3.</i></p>	<p>Submitter suggestion noted. The extent of the Leederville Town Centre Place Plan only covers the town centre area; however, the City's draft <i>Accessible City Strategy</i> covers the entire City and recognises the creation of a safe environment for pedestrians including lighting. Lighting audits outside of the town centre boundary can be investigated through the City's capital works program.</p> <p>Submitter support noted. Consultation will target a broad cross section of the community as part of the audit.</p>	<p>No modification required.</p> <p>No modification required.</p>

<ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p>Submitter supports this action and requests a broad cross section of the community be consulted on this project.</p>																				
	<p><i>Item 38. Submitter 5.</i> Submitter requests that consideration be given to the balance between providing too much lighting for a safe, polished feel and not losing the 'Leederville working town feel' and the grunge.</p>	<p>Submitter suggestion noted. The intent of this action is to create a safe environment for pedestrians after hours. Consideration will be given to excessive lighting in the implementation of this action.</p>	<p>No modification required.</p>																		
	<p><i>Item 39. Submitter 15.</i> Submitter wishes to ensure the lighting audit will consider the Newcastle Street and Carr Place intersection. Submitter has noted they personally have made efforts to brighten the space with festoon lighting.</p> <p>Submitter acknowledges the City's effort of up-lighting and illuminating the three small trees outside of Duende, however notes this has been washed out by the street lighting (broad coverage bulbs rather than focused lighting that Western Power may have available) in the area.</p>	<p>The lighting audit will include the intersection of Newcastle Street and Carr Place.</p> <p>Street lighting options provided by Western Power will be considered as part of the audit.</p>	<p>No modification required.</p>																		
<p>Action 4.5 PLAN DESIGN SOLUTIONS TO DETER PARKING IN LEEDERVILLE VILLAGE SQUARE MEDIAN</p>																					
<table border="1" style="display: none;"> <caption>Support Data for Action 4.5</caption> <thead> <tr> <th>Support Level</th> <th>Count</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Strongly support</td> <td>6</td> <td>50.0%</td> </tr> <tr> <td>Somewhat support</td> <td>3</td> <td>25.0%</td> </tr> <tr> <td>Neither support nor oppose</td> <td>1</td> <td>8.3%</td> </tr> <tr> <td>Somewhat oppose</td> <td>2</td> <td>16.7%</td> </tr> <tr> <td>Strongly oppose</td> <td>0</td> <td>0.0%</td> </tr> </tbody> </table>	Support Level	Count	Percentage	Strongly support	6	50.0%	Somewhat support	3	25.0%	Neither support nor oppose	1	8.3%	Somewhat oppose	2	16.7%	Strongly oppose	0	0.0%	<p><i>Item 40. Submitter 2.</i> Submitter suggests the Newcastle Street median strip become a designated location for third party delivery drivers due to its proximity to the centre of Leederville and take-away places.</p>	<p>Submitter suggestion noted however the Newcastle median strip has been determined to be an unacceptable permanent place for parking due to the safety and traffic concerns that have already been brought to the attention of the City, especially the pedestrian/car/bus interface. Other solutions will be investigated as part of this action.</p>	<p>No modification required.</p>
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Strongly support	6	50.0%																			
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Strongly oppose	0	0.0%																			
<p><i>Item 41. Submitter 3.</i> Submitter supports the deterrence of parking in the median strip and suggests it be extended to remove parking from the Leederville Village Square completely.</p>	<p>Submitter support noted. The draft <i>Accessible City Strategy</i> provides that the City will consider removing on-street parking in activated corridors to prioritise vulnerable users. Time restrictions can be</p>	<p>No modification required.</p>																			

<ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p>Submitter suggests parking be limited to bikes, scooters and 15-minute drop-off/pick-up bays.</p>	<p>considered as part of future development of the site.</p>	
	<p><i>Item 42. Submitter 4.</i> Submitter suggests the City install bollards (3 evenly spaced) in the median strip.</p>	<p>Submitter support for this option noted. Installation of bollards will be investigated as part of the design solutions. Additional wording in the 'Analysis' section of the action will reflect this.</p>	<p>Modify Action 4.5 with additional wording in the 'Analysis' section: "This could include modular art, movable planter boxes, retractable bollards, or something similar."</p>
	<p><i>Item 43. Submitter 5.</i> Submitter supports this action as the current use of the median strip can be a hazard to pedestrian and road users. Submitter suggests this is enforced by the City in the evenings.</p>	<p>Submitter support noted. Although parking restrictions are currently enforced by the City's Rangers, the intent of this action is to focus on design solutions to reduce need for ranger infringements in the evening.</p>	<p>No modification required.</p>
<p>Action 4.6 UNDERTAKE A STREETScape AUDIT TO IDENTIFY OPPURTUNITIES FOR STREETScape IMPROVEMENTS</p>			
<p style="text-align: center;">4.6</p>	<p><i>Item 44. Submitter 1.</i> Submitter requests more outdoor seating for shops.</p>	<p>Rationalisation and potential for additional streetscape elements will be considered as part of the streetscape audit. Submitter support for more outdoor/al fresco seating is noted.</p>	<p>No modification required.</p>
	<p><i>Item 45. Submitter 3.</i> Submitter supports this action and identifies that pedestrian footpaths around the town centre are congested. Submitter notes that restaurants and cafes need al fresco areas but can cause footpath cluttering for wheelchairs and prams when combined with other streetscape elements (e.g., bins, signage and planter boxes), especially at the intersection between Bourke Street and Oxford Street.</p> <p>Submitter suggests an accessibility/mobility audit should take place to identify issues and opportunities for improvement. Submitter also suggests other organisations and community members (e.g., YMCAHQ, Foyer</p>	<p>Noted. Accessibility and mobility will be considered as part of the streetscape audit which includes an investigation into the rationalisation of existing streetscape elements. Additional wording will be added to the 'Analysis' section of the action to reflect this.</p> <p>Submitter suggestions regarding organisational involvement in the audit have been noted. The City will investigate opportunities to include community organisations input in the audit.</p>	<p>Modify Action 4.6 with additional wording in the 'Analysis' section: "This could include opportunities for additional planting, beautification, urban design improvements, universal access improvements, street art, street furniture rationalisation and upgrades, and reducing clutter."</p>

	<p>Oxford) be involved in the audit and any creation of street art.</p>		
	<p><i>Item 46. Submitter 3.</i> Submitter suggests that the street furniture at the intersection of Newcastle Street and Carr Place needs improving (e.g., people can't sit and face each other, lack of shade). Submitter suggests streetscape improvements should draw inspiration from the natural landscape and Noongar history.</p>	<p>Submitter suggestions have been noted and will be considered during the streetscape audit.</p>	<p>No modification required.</p>
<p>Action 4.7 UNDERTAKE AN URBAN DESIGN STUDY FOR THE AVENUE CAR PARK LANEWAY TO ACHIEVE MORE GREENING AND CONNECTIVITY</p>			
<p>4.7</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 47. Submitter 3.</i> Submitter supports this action and suggests the design acknowledge the continuous nature of the water drain, natural landscape and Noongar history.</p>	<p>Submitter support and suggestions noted and will be considered during the urban design study.</p>	<p>No modification required.</p>
	<p><i>Item 48. Submitter 3.</i> Submitter supports the investigation into enhancing the public use of the arcade linkage between Oxford Street and the Avenue Car Park. Submitter suggests the City work with the landlord of the arcade to increase the publicly accessible hours.</p>	<p>Submitter support is noted. The arcade is privately owned and thus the City has limited opportunities to influence the day-to-day operations of the business, but the City will continue to support the owners to provide amenity to the public. This is captured in the 'Analysis' section of the action by way of investigating the opportunity to enhance the public use of key arcade linkages.</p>	<p>No modification required.</p>
	<p><i>Item 49. Submitter 5.</i> Submitter suggests the Avenue Car Park toilet block (Action 6.3) be considered as part of this action.</p>	<p>Submitter suggestion noted. Consolidation of the tasks for each action of the Place Plan (especially where the actions relate to each other) will occur where possible and actions of the Place Plan will be considered holistically.</p>	<p>No modification required.</p>
	<p><i>Item 50. Submitter 17</i> Submitter notes that the laneway is a freehold Water Corporation and main drainage corridor that is held under licence by the City and suggests that as an operational asset the</p>	<p>Submitter suggestion noted. Additional wording will be added to the 'Solution' section of the action to capture the need for Water Corporation involvement in the design outcome.</p>	<p>Modify Action 4.7 with additional wording in the 'Solution' section: "Undertake an urban design study for the Avenue Car Park Laneway in collaboration with the Water</p>

	<p>solution should mention working with Water Corporation to achieve the design outcome.</p>		<p><u>Corporation</u> to achieve more greening and connectivity”.</p>
<p>Action 4.8 NEGOTIATE THE FORMALISATION OF THE MAIN DRAIN PEDESTRIAN CORRIDOR WITH THE WATER CORPORATION FOR IMPLEMENTATION IN APPROPRIATE STAGES</p>			
 <p>4.8</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 51. Submitter 5.</i> Submitter strongly supports the increased pedestrian access but suggests the route could be improved. The Submitter raises concerns the area to the north of the Water Corporation building will be uninviting as the area is not well used. Submitter suggests the route instead comes through the Frame Court Car Park to the west of the Water Corporation building and exit on to Leederville Parade with improvements to the Car Park as part of the design.</p>	<p>The proposed pedestrian corridor follows the existing Water Corporation Main Drain.</p> <p>Consideration can be given to improving the wider Frame Court Car Park for pedestrians more holistically. Additional wording in the ‘Analysis’ section of the action has been added to reflect this.</p>	<p>Modify Action 4.8 with additional wording in the ‘Analysis’ section:</p> <p>“... to reflect the ongoing land use of the site would be a welcomed addition to the pedestrian realm in Leederville, <u>and consideration of improvements could be extended into the broader Frame Court Car Park space.</u>”</p>
	<p><i>Item 52. Submitter 6.</i> Submitter was unaware of the existence of the Water Corporation main drain and queries whether it is possible to daylight the drain and convert sections into a living stream for the ecological benefits and connection to Lake Monger.</p>	<p>Daylighting of the drain and living stream solutions could be considered as part of the investigation and formalisation of the main drain and is reflected in the ‘Analysis’ section of the action by way of ‘water feature’ streetscape improvement consideration.</p>	<p>No modification required.</p>
<p>Action 4.9 COLLABORATE WITH DEVELOPERS TO DELIVER LANEWAY BEAUTIFICATION ELEMENTS SUCH AS PAVING, LIGHTING AND VISUAL ART, AS WELL AS NAMING THE LANEWAY, IN CONSULTATION WITH THE COMMUNITY AND LANDGATE</p>			

<p>Donut chart showing survey results for Item 53. The chart is divided into five segments: Strongly support (8, 66.7%), Somewhat support (3, 25.0%), Neither support nor oppose (1, 8.3%), Somewhat oppose (0, 0.0%), and Strongly oppose (0, 0.0%). The average score is 4.9.</p>	<p><i>Item 53. Submitter 1.</i> Submitter does not support the new name of Electric Lane.</p>	<p>Noted. The laneway naming process did not occur as part of the Place Plan.</p>	<p>No modification required.</p>
<p>Action 4.10 A) REQUEST THE MINISTER OF LANDS ACQUIRE THE RIGHT OF WAY LINKING OXFORD STREET TO THE STRATA LOTS AT 663 NEWCASTLE STREET B) COLLABORATE WITH THE STRATA TO PLAN IMPROVEMENTS TO THE RIGHT OF WAY</p>			
<p>Donut chart showing survey results for Item 54. The chart is divided into five segments: Strongly support (6, 50.0%), Somewhat support (5, 41.7%), Neither support nor oppose (1, 8.3%), Somewhat oppose (0, 0.0%), and Strongly oppose (0, 0.0%). The average score is 4.10.</p>	<p><i>Item 54. Submitter 2.</i> Submitter suggests that rather than the City purchasing the land, the City provides incentives for the strata owners to utilise and improve the amenity of the right of way, including areas for deliveries and bin storage.</p>	<p>Submitter suggestions noted. Purchase of the freehold portion of the laneway (closest to Oxford Street) will be considered under the City's laneway acquisition program. As per part B) of this action, the City will collaborate with the strata company to plan for improvements in strata-owned portion of the laneway.</p>	<p>No modification required.</p>
<p>0 (0.0%) 1 (8.3%) 5 (41.7%) 0 (0.0%)</p> <p>■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose</p>	<p><i>Item 55. Submitter 3.</i> Submitter supports this action and suggests the existing car park at 663 Newcastle Street could become a piazza that businesses and cafes open out on to.</p>	<p>Submitter support noted. This action is specifically for the laneway that connects the strata-owned car park to Oxford Street. Consultation with the strata owners can occur concurrently with the implementation of this action to encourage further improvement to the adjacent car park.</p>	<p>No modification required.</p>
<p>0 (0.0%) 1 (8.3%) 5 (41.7%) 0 (0.0%)</p> <p>■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose</p>	<p><i>Item 56. Submitter 4.</i> Submitter strongly supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>

	<p><i>Item 57. Submitter 16.</i> Submitter strongly supports this action and suggests that if the City improves the pedestrian amenity it may encourage the owners to further consider ways to activate the rear of 112-124 Oxford Street (e.g., rear of Bunn Mee etc.).</p>	<p>Submitter support noted. City would be supportive of further activation of the rear of 112-124 Oxford Street.</p>	<p>No modification required.</p>
05 SENSITIVE DESIGN			
Online Support Levels	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 5.1 PREPARE A PRECINCT STRUCTURE PLAN IN COLLABORATION WITH LEEDERVILLE CONNECT			
<p>5.1</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 58. Submitter 3.</i> Submitter supports this action.</p>	<p>Submitter support noted.</p>	<p>No modification required.</p>
Action 5.2 ADVOCATE TO MAIN ROADS WA FOR UNIQUE NOISE WALLS BETWEEN THE MITCHELL FREEWAY AND THE TOWN CENTRE			
<p>5.2</p>	<p><i>Item 59. Submitter 3.</i> Submitter supports this action, particularly if public art is incorporated.</p>	<p>Submitter support noted. The 'Analysis' section of the action highlights the consideration of commissioning public art.</p>	<p>No modification required.</p>

<ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 			
Action 5.3 DEVELOP A STREETScape STYLE GUIDE			
<p>5.3</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 60. Submitter 3.</i> Submitter supports this action and suggests it be done in partnership with a broad cross-section of the community.</p>	<p>Submitter support noted. Consultation will target a broad cross section of the community as part of the development of the style guide.</p>	<p>No modification required.</p>
06 INNOVATIVE AND ACCOUNTABLE			
Online Support Levels	Submitter Comment Summary	Administration Comment	Recommended Modification
Action 6.1 UNDERTAKE COMMUNITY CONSULTATION TO REVIEW THE USE OF LEEDERVILLE VILLAGE SQUARE AND INFORM THE FUTURE OF THE SPACE			
<p>6.1</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 61. Submitter 2.</i> Submitter expressed fondness for the past events when the Leederville Village Square had been closed to cars from Friday afternoon until Sunday night. Submitter suggests this would also be improved by a roundabout at the intersection of Frame Court and Leederville Parade.</p> <p><i>Item 62. Submitter 3.</i> Submitter supports this action. Submitter suggests consultation be done with a broad-</p>	<p>Submitter preference noted and will be considered during the review of the Leederville Village Square.</p> <p>Improvements to Leederville Parade will be considered as part of Action 1.2 and the City's broader Capital Works Program.</p> <p>Submitter support noted. Consultation will target a broad cross section of the community as part of the review. Previous</p>	<p>No modification required.</p> <p>No modification required.</p>

<ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p>cross section of the community, including Leederville Connect. Submitter raises that some consultation ('dot voting') has previously occurred when the Leederville Village Square was launched, and this should be considered in future review of the space.</p>	<p>consultation results will be located and considered as part of the review.</p>	
	<p><i>Item 63. Submitter 4.</i> Submitter suggests more signage is required to guide people to the Leederville Village Square and public bins are needed every 50 metres.</p>	<p>Submitter suggestions noted. Signage will be considered as part of the development of the Wayfinding Plan and public bin requirements considered as part of the streetscape audit.</p>	<p>No modification required.</p>
	<p><i>Item 64. Submitter 5.</i> Submitter suggests that there are significant road use issues in this area and that they need to be addressed holistically through a pedestrian amenity and traffic management plan rather than the individual actions of this Place Plan.</p>	<p>Traffic issues will be considered as part of the review of the space and in line with other strategies and plans of the City. Leederville Village Square will not be considered in isolation under the Leederville Town Centre Place Plan.</p>	<p>No modification required.</p>
	<p><i>Item 65. Submitter 15.</i> Submitter appreciates the acknowledgement of the disconnection businesses on Oxford Street and Carr Place have felt during the Leederville Village Square events and activations.</p> <p>Submitter suggests the solution is to extend the area of the event further down Newcastle Street and Carr Place, while balancing the local traffic issues this may cause.</p> <p>Submitter notes that one solution to the local traffic issue that has been raised in the past but is not written in the Leederville Town Centre Place Plan is the creation of an alternative exit/entrance point for Carr Place traffic, whether that be a permanent</p>	<p>Submitter suggestions noted. Consultation to identify opportunities to include the wider community in future activations, as highlighted in the 'Analysis' section of the action, will identify solutions such as the one supplied by the submitter.</p> <p>The potential opening of Carr Place on to Loftus Street was being considered under the draft Leederville Precinct Structure Plan, however as a result of consultation with the community the connection has been proposed to be removed. Investigation into alternative access through development incentives is proposed instead.</p>	<p>No modification required.</p>

	laneway or a temporary traffic management solution.		
Action 6.2 INSTALL LED STREET LIGHTS ALONG OXFORD STREET			
<p>6.2</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Item 66. Submitter 3.</i> Submitter supports this action.</p>	Submitter support noted.	No modification required.
	<p><i>Item 67. Submitter 5.</i> Submitter does not support this action as they believe there are no issues with the existing lighting.</p>	Submitter objection noted. The LED streetlights that will be supplied and maintained by Western Power use 30% less energy than standard streetlights and operate at a much cooler temperature making them a safer option.	No modification required.
Action 6.3 PLAN PUBLIC TOILET IMPROVEMENTS			
<p>6.3</p> <ul style="list-style-type: none"> Strongly support Somewhat support Neither support nor oppose Somewhat oppose Strongly oppose 	<p><i>Item 68. Submitter 3.</i> Submitter supports this action and suggests that toilets should be installed near the Oxford Street Reserve and/or close to the Village Square and should include changing facilities.</p>	Submitter support noted. It is noted that there is an existing toilet in Frame Court, and this will be considered as part of the public toilet improvement review. It is noted that improvements to the public toilets will consider the <i>Disability Discrimination Act</i> which requires a change area.	No modification required.
	<p><i>Item 69. Submitter 5.</i> Submitter does not support removal of the existing Avenue Car Park toilet block as a potential solution and suggests it needs to be addressed as part of Actions 4.7 and 4.8.</p>	<p>Submitter solution preference noted. All solutions for toilet block improvements will be considered including upgrade of the existing Avenue Car Park toilet and decision will be made based on cost effectiveness and what's better for the community in the long run.</p> <p>Consolidation of the tasks for each action of the Place Plan (especially where the</p>	No modification required.

		actions relate to each other) will occur where possible and actions of the Place Plan will be considered holistically.	
Action 6.4 DEVELOP A SMOKE-FREE TOWN CENTRES PROJECT WITH INVOLVEMENT FROM THE COMMUNITY, HEALTH PARTNERS, AND LOCAL BUSINESSES			
<p>6.4</p> <ul style="list-style-type: none"> ■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose 	<p><i>Item 70. Submitter 1.</i> Submitter is strongly supportive of the initiative to make the Leederville Town Centre smoke free.</p>	Submitter support noted.	No modification required.
	<p><i>Item 71. Submitter 3.</i> Submitter supports this action.</p>	Submitter support noted.	No modification required.
	<p><i>Item 72. Submitter 4.</i> Submitter believes smoking in the town centres has a negative effect on businesses and suggests better signage, more enforcement by the City and more responsibility taken by the pub owners for enforcement.</p>	Submitter suggestions noted. Signage and enforcement will be considered as part of the Smoke Free Town Centres project.	No modification required.
	<p><i>Item 73. Submitter 9.</i> Submitter believes not allowing smokers is anti-trade.</p>	Submitter objection has been noted. Smoke free Town Centres is a major target for the Public Health Plan to protect the community from environmental tobacco smoke, discourage the uptake of smoking in children and young people and provide a supportive environment for people who are trying to quit smoking or have recently quit smoking. Smoke free Town Centres was considered an important issue by 85% of respondents for the <i>Public Health Plan</i> .	No modification required.

General comments about the draft place plan and any suggestions		
Submitter Comment Summary	Administration Comment	Recommended Modification
<p><i>Item 74. Submitter 1.</i> Submitter raises concerns about the number of ice-cream shops in the Leederville Town Centre.</p>	Submitter concern noted. Local government has a limited capacity to control the specific type of business that operates in the town centre as long as the type meets the permissible use class for the zone under the	No modification required.

	Local Planning Scheme. The number of ice-cream tenancies is controlled by private market forces.	
<i>Item 75. Submitter 11.</i> Submitter raises concerns about the number of ice-cream shops in the Leederville Town Centre.	Submitter concern noted. Local government has a limited capacity to control the specific type of business that operates in the town centre as long as the type meets the permissible use class for the zone under the Local Planning Scheme. The number of ice-cream tenancies is controlled by private market forces.	No modification required.
<i>Item 76. Submitter 3.</i> Submitter suggests separate audit/strategy development actions in the Place Plan occur concurrently (e.g., Actions 2.7, 4.4 and 4.6). Submitter suggests each of these projects involve a broad cross-section of the community and on-the-ground engagement (such as walking workshops) rather than just relying on online engagement. The submitter referenced the New South Wales Department of Planning, Industry and Environment's Great Public Spaces Toolkit as a good example of the audit process.	Submitter suggestions noted. Consolidation of the tasks for each action of the Place Plan (especially where the actions relate to each other) will occur where possible and actions of the Place Plan will be considered holistically.	No modification required.
<i>Item 77. Submitter 5.</i> Submitter suggests some of the individual actions of the Leederville Town Centre Place Plan relate to each other and should be considered holistically.	Submitter suggestion noted. Consolidation of the tasks for each action of the Place Plan (especially where the actions relate to each other) will occur where possible and actions of the Place Plan will be considered holistically.	No modification required.
<i>Item 78. Submitter 7.</i> Submitter suggests Leederville Oval needs to be revitalized and suggests an opportunity exists for residential apartments to bring in more people to the Town Centre.	The development of the Leederville Oval will be considered as part of a separate process and is outside of the scope of the Leederville Town Centre Place Plan.	No modification required.
<i>Item 79. Submitter 9.</i> Submitter believes the Leederville Town Centre only requires minor improvements (e.g., lighting, accessibility public toilets) but does not require a major overhaul.	Submitter views are noted. The intent of the Leederville Place Plan is to implement a combination of small changes that will have a large positive impact on the community and more substantial actions that will see long term improvements in the town centre.	No modification required.
<i>Item 80. Submitter 10.</i> Submitter highlights the importance of the Luna Cinemas as an asset to the Leederville Town Centre.	The importance of the Luna Cinemas is acknowledged. As a privately run business the City cannot influence the day-to-day operations, however the City will continue to	No modification required.

	support Luna Cinemas as an independent small business.	
<i>Item 81. Submitter 11.</i> Submitter expresses distaste for the current levels of subdivision in Leederville and raises concerns about loss of private green space.	Subdivision is outside of the scope of the Leederville Town Centre Place Plan however this comment can be considered as part of the Leederville Precinct Structure Plan. A proposal of the draft Precinct Structure Plan is to encourage amalgamation of sites through development incentives.	No modification required.
<i>Item 82. Submitter 12.</i> Submitter considers the proposed opening of Carr Place onto Loftus Street dangerous. Submitter notes local residents are already exposed to increased traffic and illegally parked cars which has caused safety and sight line issues. Submitter also notes there are no lines painted on Carr Place meaning cars often drive down the middle of the road.	The potential opening of Carr Place on to Loftus Street was being considered under the draft Leederville Precinct Structure Plan, however as a result of consultation with the community the connection has been proposed to be removed. Investigation into alternative access through development incentives is proposed instead. Submitter’s point about the street markings has been noted. Main Roads requires a minimum width of 3.2 metres for a lane and as Carr Place is only 5.4 metres in total, a centre line is not appropriate in this instance. It is noted that the submitter did not raise concerns about the line marking, only including it as a note.	No modification required.
<i>Item 83. Submitter 14.</i> Submitter raises concerns about a lack of parking north of Vincent Street and suggests the purchasing of vacant private lots (for example 234 Oxford Street) by the City to create public car parks.	Submitter concerns noted. The draft <i>Accessible City Strategy</i> provides for an action to establish a business plan for the management of parking within Vincent and prepare precinct-specific parking management plans, with priority given to precincts already at capacity. The Strategy also endeavours to undertake a strategic review of all land holdings to investigate the viability of sites to provide publicly accessible parking.	No modification required.
<i>Item 84. Submitter 16.</i> Submitter has reviewed the draft Leederville Precinct Structure Plan and the draft Leederville Town Centre Place Plan and are in support of the proposal. Submitter states that they appear to have been well researched and backed by analysis in their various components.	Submitter support of the draft Leederville Precinct Structure Plan and the draft Leederville Town Centre Place Plan is noted.	No modification required.

<p>Submitter considers that the plans are likely to have an immediate positive impact on the Leederville Town Centre and have the appropriate controls to future proof the City of Vincent.</p>		
<p><i>Item 85. Submitter 18.</i> Submitter highlights the issue of homelessness that is being experienced across Perth and suggests one root cause of homelessness is the financial and social barriers of disability in particular autism spectrum disorders.</p> <p>Submitter suggests new development should be inclusive and should be designed with consideration of people with disability.</p>	<p>Submitter suggestion noted. This suggestion is in line with the City's <i>Disability Access and Inclusion Plan 2017-2022</i>. Access for people with disability will be considered throughout the implementation of the Leederville Town Centre Place Plan actions, particularly in Action 4.6 Streetscape Audit.</p>	<p>No modification required.</p>
<p style="text-align: center;">General Administrative Changes to the plan</p>		
<p>Section</p>	<p>Original wording</p>	<p>Revised wording</p>
<p>Place Plan Process (Page 7)</p>	<p>While the City remains responsible for planning and delivering the actions identified in the Place Plan, Leederville Connect is identified as the support team on ten actions, and the co-lead on one.</p>	<p>While the City remains responsible for planning and delivering the actions identified in the Place Plan, Leederville Connect is identified as the support team on ten<u>seven</u> actions, and the co-lead on one.</p>
<p>Place Plan Process (Page 7)</p>	<p>OBJECTIVE ACHIEVED</p>	<p>ACTION OBJECTIVE ACHIEVED</p>
<p>Action 1.2 Analysis (Page 10) Action 2.5 Analysis (Page 15)</p>	<p>Principle shared path</p>	<p>Principle <u>principal</u> shared path</p>
<p>Action 2.6 Solution (Page 15)</p>	<p>Plan improvements to Vincent Street.</p>	<p>Plan improvements to <u>the</u> Vincent Street <u>cycl</u>ing and <u>pedestrian environment</u>.</p> <p>(Change is for the action wording to better reflect the intent)</p>
<p>Action 2.7 (page 16)</p>	<p>Wayfinding Strategy</p>	<p>Wayfinding <u>Strategy Plan</u></p>
<p>Action 2.7 (page 16)</p>	<p>Leederville Connect has been identified as a support team for 2.7</p>	<p>Leederville Connect has been identified as a support team for <u>action</u> 2.7</p> <p>(Change is for consistency with other actions where Leederville Connect is the support)</p>
<p>Action 4.9 (page 22)</p>	<p>The laneway between Leederville Hotel and the new ABN building will soon be fronted with active uses and become a new hub of activity.</p>	<p>The laneway between Leederville Hotel and the new ABN building will soon be fronted with active uses and <u>has</u> become a new hub of activity.</p> <p>The ABN building on Vincent Street is scheduled to be completed in 2021 <u>has now been opened</u> and will add <u>has added</u></p>

	<p>The ABN building on Vincent Street is scheduled to be completed in 2021 and will add approximately 750 new employees to the Town Centre. It will also bring active uses.</p> <p>There is an opportunity to collaborate with the developer to deliver laneway beautification elements such as paving and visual art, as well as naming the laneway in consultation with the community and Landgate.</p> <p>Collaborate with developers to deliver laneway beautification elements such as paving, lighting and visual art, as well as naming the laneway, in consultation with the community and Landgate.</p>	<p>approximately 750 <u>800</u> new employees to the Town Centre. It will also soon bring active uses.</p> <p><u>The laneway has been named Electric Lane in consultation with the community and Landgate.</u> There is an opportunity to collaborate with the developer to deliver laneway beautification elements such as paving and visual art, as well as naming the laneway in consultation with the community and Landgate.</p> <p>Collaborate with developers to deliver laneway beautification elements such as paving, lighting and visual art, in Electric Lane, as well as naming the laneway, in consultation with the community and Landgate.</p>
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Leederville UX has identified more laneways and public access as Focused Intervention 8a.

(Change is in line with recent events that have taken place)		
Action 4.10 (page 22)	Leederville Connect has been identified as a support team for action 4.11B	Leederville Connect has been identified as a support team for action 4.11 <u>B</u> (Reference number was incorrect)
Action 5.1 (page 23)	Prepare an Activity Centre Structure Plan	Prepare an Activity Precinct Centre Structure Plan in collaboration with Leederville Connect.
Implementation Framework (Pages 26-27)	<ul style="list-style-type: none"> • Advocate to the Public Transport Authority and the Water Corporation for Route 15 to be rerouted around the perimeter of the Town Centre. • Plan improvements to Vincent Street. • Develop a Wayfinding Strategy. • Investigate the feasibility and impact of designated pick-up points for on-demand transport and delivery partners. • Undertake an urban design study for the Avenue Car Park Laneway to achieve more greening and connectivity. • Collaborate with developers to deliver laneway beautification elements such as paving, lighting 	<ul style="list-style-type: none"> • Advocate to the Public Transport Authority and the Water Corporation for <u>bus r</u>Route 15 to be rerouted around the perimeter of the Town Centre. • Plan improvements to <u>the</u> Vincent Street <u>cycling and pedestrian environment</u>. • Develop a Wayfinding <u>Strategy Plan</u>. • Investigate the feasibility and impact of designated pick-up points for on-demand transport and <u>third party</u> delivery partners. • Undertake an urban design study for the Avenue Car Park Laneway <u>in collaboration with the Water</u>

	<p>and visual art, as well as naming the laneway, in consultation with the community and Landgate.</p> <ul style="list-style-type: none"> • Prepare a Precinct Structure Plan in collaboration with Leederville Connect. 	<p><u>Corporation</u> to achieve more greening and connectivity.</p> <ul style="list-style-type: none"> • Collaborate with developers to deliver laneway beautification elements such as paving, lighting and visual art, as well as naming the laneway, in consultation with the community and Landgate in <u>Electric Lane</u>. • Prepare a Precinct <u>Centre</u>-Structure Plan in collaboration with Leederville Connect. <p>(For consistency with 'solution' wording in main body of document.</p>
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CITY OF VINCENT

LEEDERVILLE TOWN CENTRE PLACE PLAN

VOLUME 04





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DATE	DETAILS	STATUS
18/08/21	Leederville Town Centre Place Plan	Final

00. INTRODUCTION

The City of Vincent (City) Town Centre Place Plans series has been developed as a set of 'place based' strategic action plans to guide the allocation of funding and resources in the City's town centres. The Place Plans direct the City's service units to deliver a range of place-based initiatives and enable the City to effectively support and coordinate change.

Leederville Town Centre Place Plan (Place Plan) is Volume 04 in the Town Centre Place Plan series and will guide the implementation of all major initiatives in the Leederville Town Centre (Town Centre).

The Town Centre has a unique mix of retail, civic uses, restaurants, bars, and residential dwellings which all function in a cohesive environment and flourish together as one mixed-use hub. It is bounded by the Mitchell Freeway and Loftus Street, and extends north to Bourke Street.

As some suburbs in Perth's inner-city ring have gentrified over time, Leederville has retained a grungy feel whilst developing a unique, vibrant, and youthful atmosphere. The Town Centre has great potential to accommodate higher density development and creating a high quality public realm, whilst retaining the existing Town Centre character, should be prioritised.

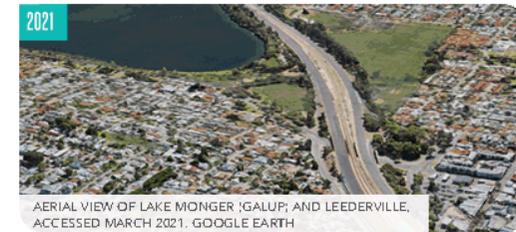
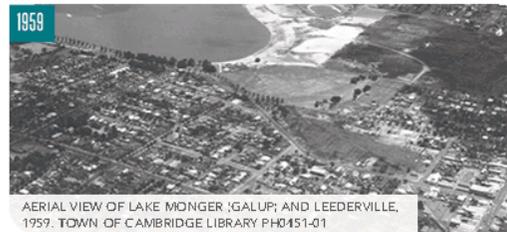
LEEDERVILLE SNAPSHOT

Historic

Leederville forms part of Boorloo – Noongar land belonging to the Whadjuk people of the Noongar nation.

Prior to European settlement, the Leederville area surrounding Lake Monger was known as Keiermulu which translates to ‘the home fires or camp.’ Lake Monger, or Galup as it is traditionally known, was an important camping and hunting ground.

In 1973, the building of the Mitchell Freeway saw the suburb of Leederville divided, with Leederville Town Centre cut off from the culturally significant Lake Monger.

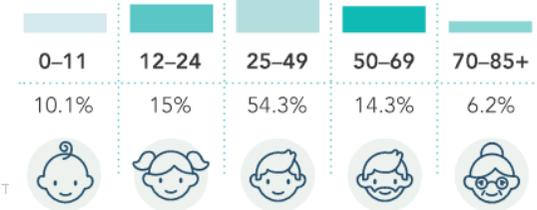


LEEDERVILLE TOWN CENTRE BOUNDARY MAP



LEEDERVILLE SNAPSHOT

Community



37.2% of Leederville households are high income (\$2500/wk+) compared to 24.8% in Greater Perth

58.6% of households are lone person or couple only compared to 47.1% in Greater Perth

Transport

Active transport
10.2% of Leederville residents commute using active modes compared to **3.1%** in Greater Perth

Public transport
17.2% of Leederville residents commute to work on public transport compared to **10.2%** in Greater Perth

Car ownership
7.3% of Leederville households do not own a car compared to **4.7%** in Greater Perth

Housing

Diversity of **Leederville** housing stock and tenure compared to **Greater Perth**:



- 40.4% separate house (74.6% Greater Perth)
- 46.5% medium density (19.6% Greater Perth)
- 11.8% high density (5.1% Greater Perth)
- 47.9% own or mortgage (66.4% Greater Perth)
- 40.8% rent (25.5% Greater Perth)

Leederville currently has the **lowest population** (people/ha) and dwelling unit (units/ha) density in the City.



PLACE PLAN PURPOSE

The Place Plan outlines the place-based initiatives and resources the City has specifically committed to the Town Centre.

The boundary of the Town Centre (refer **Leederville Town Centre Boundary Map**) aligns with the draft Leederville Precinct Structure Plan boundary. The boundary extends north beyond the City of Vincent's Town Planning Scheme No. 2 Regional Centre Scheme Zone, to incorporate the public purpose, commercial, mixed use, residential and public open space land uses south of Bourke Street.

The Integrated Planning and Reporting Framework outlined by the *Local Government (Administration) Regulations 1996* requires the City to adopt a Strategic Community Plan and a Corporate Business Plan. The Place Plan provides a filter for the place-based initiatives within the City's suite of informing strategies and plans, and directly informs the Corporate Business Plan. The role of the Place Plan within the City of Vincent Integrated Planning and Reporting Framework is illustrated below.





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LEEDERVILLE CONNECT

Each of the City of Vincent town centres has a town team. The town teams are independently formed and incorporated bodies that aim to make their respective Town Centres the best places they can possibly be. The town teams are not an affiliate of the City, but do receive funding for community driven initiatives. The town teams are made up of a diverse range of members that include business owners, land owners, local residents and people who recreate in Leederville. Each town team member brings a different set of skills, interests, and life experiences to the table and these collectively shape the direction, composition, and identity of the six town teams.

The town teams and the City enjoy a symbiotic relationship. The City engages directly with each town team on a variety of issues that are specific to their respective town centres and the town teams are able to effectively communicate issues, solutions, and ideas to the City through their strategic action plans. The City works collaboratively with the town teams to deliver locally based activations and events, physical improvements, and economic and community development initiatives.

Leederville Connect is the town team operating in the Town Centre. Leederville Connect's Action Plan and strategic vision, captured in Leederville User Experience (UX), outlines a range of objectives and principles as well as their key focus areas.

PLACE PLAN PROCESS

The Place Plan enables the range of initiatives identified in the City's suite of informing strategies and plans, and Leederville Connect's Action Plan, to be filtered, prioritised and resourced appropriately.

Some of the City's informing strategies and plans provide high level guidance for the direction and type of initiatives the City should be undertaking, while others provide specific actions.

The Place Plans provide a place based filter and cross-directorate lens on these strategies and plans to enable a robust, planned, and integrated approach to project identification and delivery.

Prior to being confirmed as a new action in the Place Plan, proposed initiatives and projects are cross checked against the vision and priorities set in the Strategic Community Plan and the following three sources:

- A.** Local needs and wants (City strategies and plans and town team action plans);
- B.** Best practice; and
- C.** Data (collected through the implementation of the Town Centre Performance Measurement Strategy).

The process in which Place Plan actions are filtered is illustrated in the adjacent diagram.



The Place Plan outlines the implementation schedule for all of the actions to be undertaken in the Town Centre. These may include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects, and policy and procedural improvements.

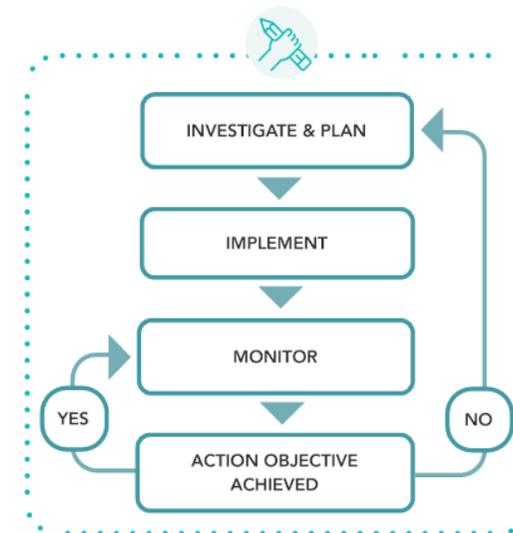
The Place Plan actions are organised into six sections which align with the six priorities of the Strategic Community Plan.

While the City remains responsible for planning and delivering the actions identified in the Place Plan, Leederville Connect is identified as the support team on seven actions, and the co-lead on one. This creates an opportunity for the town team to be an

active part of the project team for City delivered actions, rather than engaged as a community group throughout the project process.

The Place Plan is implemented, reviewed and updated annually. This allows the progress of actions to be reported on, including updating actions to reflect where they are in the action delivery cycle, and for newly identified actions to be included.

The Place Plan action delivery cycle is illustrated in the diagram below.



INFORMING STRATEGIES & PLANS

The City's Strategic Community Plan 2018 – 2028 identifies the community's vision and strategic priorities, as identified through the Imagine Vincent engagement campaign. The Place Plan actions are designed to respond to at least one priority, while many respond to multiple. Each action has been listed under the priority that is most applicable to the objectives of the action. The Place Plan is also informed by the following strategies and plans which have been developed through community engagement and previously adopted by Council.



GREENING PLAN 2018 – 2023

Actions 1.1 – 1.4, 2.3, 4.6, 4.7, 4.8, 5.3 have the opportunity to increase tree canopy, native plantings, and green the Town Centre.



SUSTAINABLE ENVIRONMENT STRATEGY 2019 – 2024

Actions 1.1 – 1.4, 2.1 – 2.7, 4.6, 4.7 – 4.10, 5.1, 6.2, 6.3 have the opportunity to support urban greening and biodiversity, water sensitive urban design, increased use of public and active transport modes, energy efficiency and reduced greenhouse gas emissions.



SAFER VINCENT 2019 – 2022

Actions 1.2, 2.3, 3.1, 4.2, 4.5, 4.7 – 4.10, 5.1, 6.2, 6.3 have the opportunity to support safer spaces, community connection, and apply Crime Prevention through Environmental Design (CPTED) principles.



DISABILITY ACCESS AND INCLUSION PLAN 2017 – 2022

Actions 2.2 – 2.4, 2.7, 4.4, 4.6, 4.8 – 4.10, 5.1, 5.3, 6.3 have the opportunity to improve equitable access to buildings and infrastructure.



RECONCILIATION ACTION PLAN | INNOVATE 2019 – 2021

Actions 1.1, 1.2, 1.4, 2.7, 3.1, 4.6 – 4.10, 5.2 have the opportunity to celebrate Noongar artwork, culture and language in public spaces.



PUBLIC OPEN SPACE STRATEGY

Actions 1.1, 1.2, 4.2, 4.3, 5.1, 6.1 have the opportunity to maximise the value of open spaces for the community through improved amenity, respond to the impacts of development and population growth, and improve access to and functionality of open space.



ECONOMIC DEVELOPMENT STRATEGY 2011 – 2016

Each action in the Place Plan aims to support economic development in the Town Centre.



YOUTH ACTION PLAN 2020 – 2022

Actions 1.1, 1.2, 3.1, 6.1 have the opportunity to provide opportunities for young people to connect with each other and the broader community, and support our youth to be strong, healthy, safe and active.



PUBLIC HEALTH PLAN 2020 – 2025

Actions 1.1, 2.7, 3.1, 4.6, 5.3, 6.4 support deliverables to help achieve the vision of a healthy, happy, and connected community for all.



ARTS DEVELOPMENT ACTION PLAN 2018 – 2020

Actions 1.4, 3.1, 4.4, 4.6, 4.8 – 4.10, 5.2 have the opportunity to support the arts and creative economy in the Town Centre.



DRAFT ACCESSIBLE CITY STRATEGY 2020 – 2030

Actions 1.1, 1.3, 2.1 – 2.8, 4.5 – 4.10, 5.1 – 5.3, 6.2 have the opportunity to make getting around the Town Centre safe, easy, environmentally friendly, and enjoyable.



DRAFT ASSET MANAGEMENT AND SUSTAINABILITY STRATEGY

Each action in the Place Plan aims to support the Asset Management and Sustainability Strategy vision to plan and manage our resources and assets in an efficient and sustainable manner.

READING THIS DOCUMENT

All the projects and initiatives being undertaken in the Town Centre are listed as 'actions'. Each action is explained using the following three step process:



STEP 1 DIAGNOSIS

Diagnosing the issue or opportunity evident in the Town Centre. These may be identified in an informing strategy or plan, as an opportunity to achieve best practice or through the analysis of data.



STEP 2 ANALYSIS

Analysing the detail of the issue or opportunity to understand the best approach to solve the issue or seize the opportunity.



STEP 3 SOLUTION

Proposing a solution that solves the issue or seizes the opportunity.



ENHANCED ENVIRONMENT



ACCESSIBLE CITY



CONNECTED COMMUNITY



THRIVING PLACES



SENSITIVE DESIGN



INNOVATIVE & ACCOUNTABLE

The Place Plan highlights the broad range of projects and initiatives the City is undertaking to support and improve the Town Centre.

The Implementation Framework sets out the actions, time frames and the responsible teams for the delivery of all of the identified actions.

01. ENHANCED ENVIRONMENT

Sets out the actions and projects which assist the City to make the best use of our natural resources for the benefit of current and future town centre visitors, residents, and businesses.

ACTION 1.1 OXFORD STREET RESERVE

Diagnosis	Oxford Street Reserve is underutilised and lacks visual and physical permeability from Leederville Parade and Oxford Street.
Analysis	Oxford Street Reserve incorporates a seating area, playground, green space, passive recreation area, and is adjacent to Leederville Skate Park.
	The passive recreation area at the southern edge of the reserve includes a ping pong table, chess/checker board tables, a four square court, and a BBQ. This area is not well used and the permanent game elements have been heavily vandalised.
	The central green space lacks shade and functionality. Sightlines to the playground from both the seating area to the north and the grassed area to the south are obstructed.
Solution	The skate park is well used, due for renewal, and an opportunity exists to improve connectivity between the skate park and the rest of the reserve and Town Centre.
	A concept plan, employing CPTED principles, and taking into consideration pedestrian amenity, shade, power supply, signage, lighting, greenery and recycling stations, could be developed to better connect the elements of Oxford Street Reserve to each other, the Town Centre and the train station.

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ACTION 1.2 LEEDERVILLE PARADE

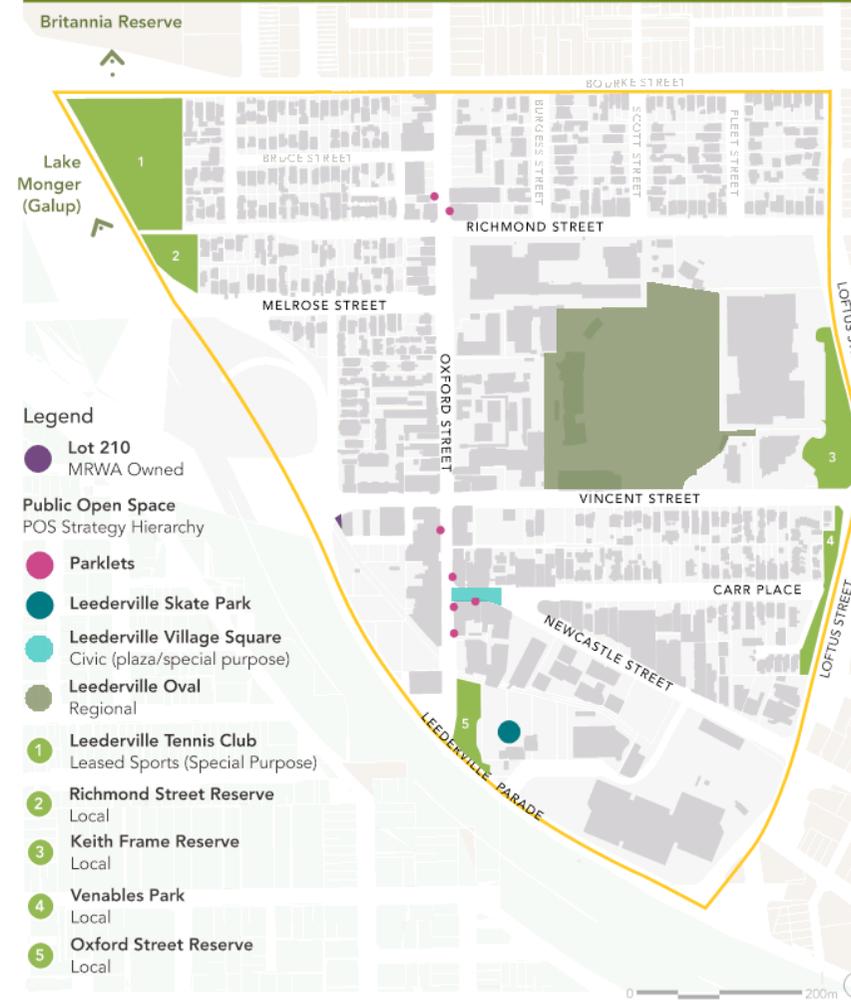
Diagnosis	Leederville Parade lacks pedestrian amenity and is a road safety concern.
Analysis	Leederville Parade connects Vincent Street, Oxford Street, and Loftus Street. There is a footpath along Leederville Parade adjacent to the Town Centre, and a principal shared path adjacent to the Mitchell Freeway.
	Leederville Parade has been identified as a high risk location because of the number of documented collisions. As there is no median, there are few opportunities for pedestrians and cyclists to cross safely between the footpath and principal shared path. In addition, there is a portion of Leederville Parade (towards Loftus Street) where the principal shared path veers off and which does not have a footpath on the freeway side to provide a safe crossing.
Solution	As a high-risk location, an opportunity exists to investigate Black Spot funding to implement potential solutions (such as a continuous median) on Leederville Parade to create a safe pedestrian crossing environment. Black Spot is a road safety program which provides Federal funding for targeted improvements to high risk locations. Implementing a median will allow for additional greening which should be incorporate to improve pedestrian amenity.
	Investigate Black Spot funding for a safer pedestrian crossing environment on Leederville Parade.



ACTION 1.3 BEAUTIFICATION AND ECO-ZONING OF LOT 210

Diagnosis	The landscaping at Lot 210 on the corner of Vincent Street and Leederville Parade is not maintained to a high standard.
Analysis	<p>Lot 210 has the opportunity to be an entry statement site for the Town Centre for vehicles coming off the freeway, and pedestrians coming from West Leederville.</p> <p>Lot 210 is not planted or maintained in line with the City managed and maintained streetscapes as it is not owned by the City. While this lot is owned by Main Roads Western Australia (MRWA), the City has negotiated a licence agreement with MRWA to take over the maintenance of this site, with the intention to clean it up and eco-zone.</p> <p>The licence agreement presents additional opportunities to create an entry statement in this space and the potential to incorporate artwork.</p> <p>A small portion of this site also contains a City-owned lot (Lot 1 on DP 63619) and a Telstra owned lot (Lot 33 on DP 53031). These will also be considered in the landscaping of Lot 210.</p>
Solution	Undertake the beautification and eco-zoning of Lot 210 Leederville Parade.
ACTION 1.4 FAST-CHARGING ELECTRIC VEHICLE STATION	
Diagnosis	There is an opportunity for the Town Centre to become part of the electric vehicle fast-charging network.
Analysis	<p>The City has been approached to nominate fast charging electric vehicle station locations, in town centres, as part of the expansion of the electric vehicle fast-charging network.</p> <p>The proximity of the Avenue Car Park to the Mitchell Freeway, 24hr supermarket, service station and toilet facilities makes it an ideal electric vehicle charging location.</p> <p>A single electric vehicle charging point exists in the Avenue Car Park. Additional or replacement vehicle charging stations will increase the City's capacity to reduce carbon emissions caused by the transport network.</p>
Solution	Support the potential installation of a fast-charging electric vehicle station in the Avenue Car Park.

PUBLIC OPEN SPACE AND ENHANCED ENVIRONMENT MAP



LEEDERVILLE TOWN CENTRE PLACE PLAN | 11

02. ACCESSIBLE CITY

Sets out the actions and projects which enhance connectivity, improve the use of public transport, deliver parking efficiencies, and create a more pedestrian and cycle friendly Town Centre.

ACTION 2.1 LEEDERVILLE STATION UPGRADE

Diagnosis	Leederville Station is not a friendly environment for people with differing abilities. The overpass connecting West Leederville, Leederville, and Leederville Station is not a comfortable pedestrian or cyclist environment.
	Leederville Station lacks elevators between the platform and the overpass, and between the overpass and street level. The ramp currently in place is narrow and steep, acting as a barrier to accessibility.
Analysis	The overpass connecting West Leederville and Leederville Station to the Town Centre lacks shelter and character. The ramp leading to the Town Centre is steep, and has a barrier at the bottom. The current bicycle parking is not well maintained or secure.
	There is an opportunity for the station, overpass and pedestrian crossing environments to be upgraded to increase the level of accessibility for all, improve pedestrian comfort, and safety and experience, and improve amenities for cyclists.
	Leederville UX identifies improvements to Leederville Station as Focused Intervention 14.
Solution	Advocate to the Public Transport Authority for a Leederville Station upgrade.

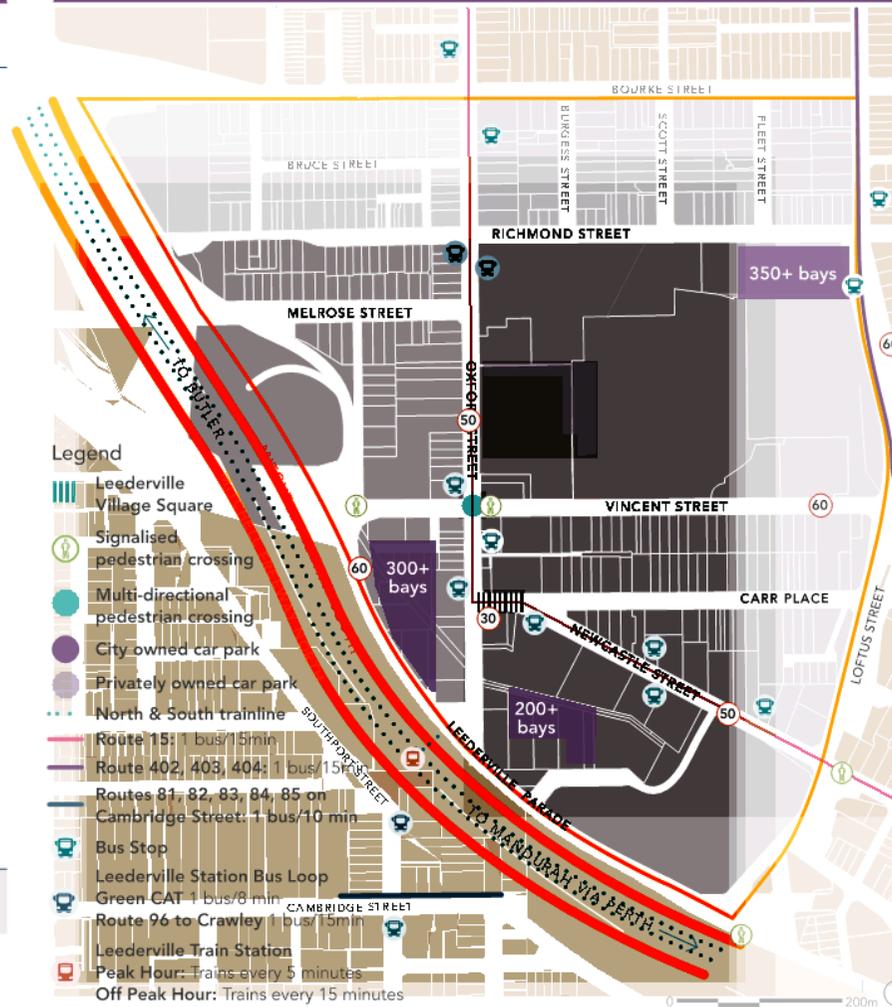
ACTION 2.2 REROUTE BUS ROUTE 15

Diagnosis	Bus route 15 runs through the heart of Leederville Village Square and generates noise and emissions which detract from the amenity of the Town Centre.
	Bus route 15 is a quarter-hourly route between Perth Bus Port and Glendalough Station. Currently, it runs through the Town Centre on Newcastle Street and Oxford Street. This includes the Village Square, and the northern portion of the café strip.
	The noise and emissions from the bus route makes the Village Square and surrounding alfresco and parklet areas less desirable for pedestrians. Closing the Village Square for events also requires the detour of the bus route.
Analysis	Rerouting the bus and exploring other options to decrease noise and emissions (e.g., advocating to the Public Transport Authority for use of zero-emission alternative busses) provides an opportunity to improve the amenity of the Town Centre. Leederville UX proposes the bus uses Frame Court to connect the bus from Newcastle Street and Leederville Parade. However, half of this road is owned by Water Corporation and an agreement for use would need to be negotiated.
	As a part of the potential reroute of the bus, there is an opportunity to include a stop at Leederville Station, and outside the Water Corporation administration building.
	Rerouting the bus is identified in Leederville UX as Focused Intervention 7.
Solution	Advocate to the Public Transport Authority and the Water Corporation for bus route 15 to be rerouted around the perimeter of the Town Centre.

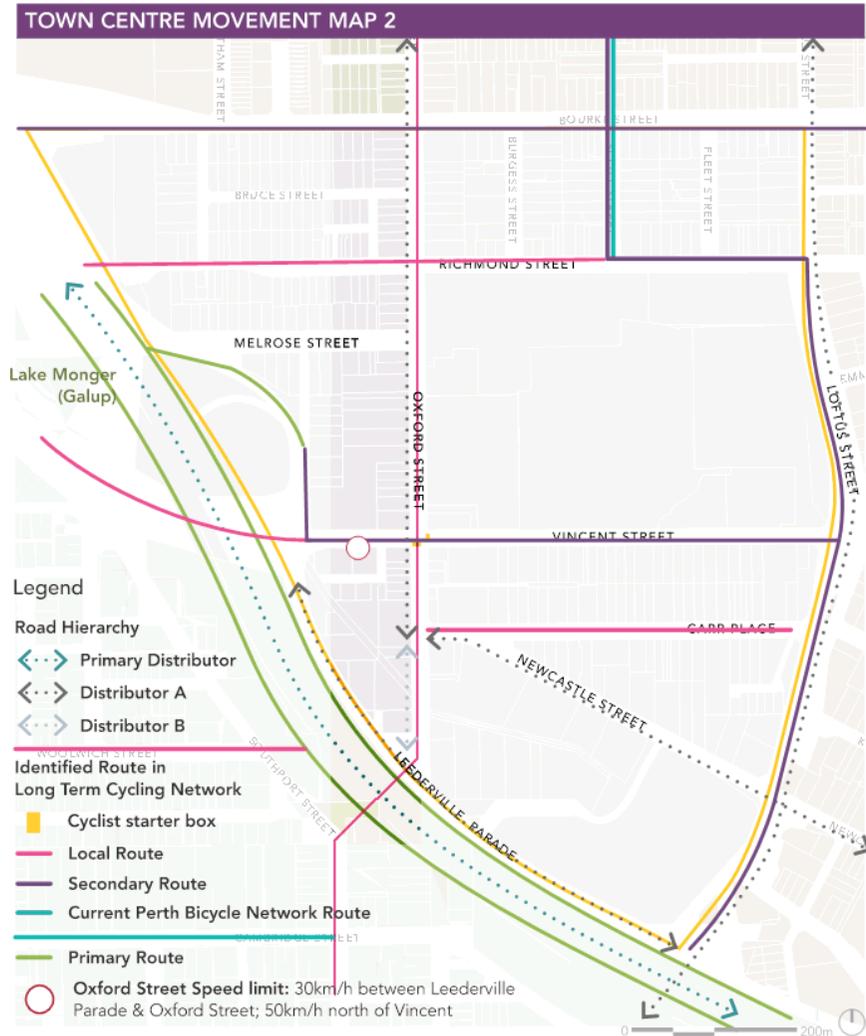
ACTION 2.3 LOFTUS STREET CROSSING IMPROVEMENTS

Diagnosis	Loftus Street is a barrier to connectivity between Leederville, West Perth and North Perth.
Analysis	<p>Loftus Street has six lanes of fast moving traffic, which act as a barrier between Leederville, West Perth and North Perth. There are signalised crossings for pedestrians and cyclists available at the Vincent Street, Newcastle Street, and Leederville Parade intersections. However, these crossings are unfriendly to pedestrians and cyclists, and often requires multiple light phases to cross safely. Additionally, there is a non-signalised crossing at Richmond Street.</p> <p>The distance between the formal crossings of Loftus Street is approximately 300 meters, which may encourage pedestrians and cyclists to cross at informal locations, such as between Carr Place and Carr Street, and between Loftus Recreation Centre and Emmerson Street.</p> <p>There is an opportunity to investigate design interventions to improve the experience for pedestrians and cyclists crossing Loftus Street. This could include additional crossing opportunities, improvements to signal timing, pedestrian countdown timers, greening, or other options identified through investigation.</p> <p>This action supports Leederville UX Focused Intervention 10 – multi-use intersections on major roads, and Focused Intervention 13 – pedestrian crossing of Loftus Street at Richmond Street.</p>
Solution	Prepare a plan to improve the pedestrian and cyclist environment crossing Loftus Street.

TOWN CENTRE MOVEMENT MAP 1



LEEDERVILLE TOWN CENTRE PLACE PLAN | 13



ACTION 2.4 LAKE MONGER CONNECTION

Diagnosis The connection between the Town Centre and Lake Monger is not pedestrian or cyclist friendly.

The Mitchell Freeway divides Leederville and West Leederville. The Mitchell Freeway underpass connecting the Town Centre to Lake Monger is dark, littered, lacks greening, and is not inviting to pedestrians and cyclists. The intersections either side of the underpass, at Vincent Street and Leederville Parade and Vincent Street and Southport Street, are difficult to cross.

Analysis Vincent Street and Lake Monger Drive, between Leederville Parade and Lake Monger, has been identified as a local route in the draft Long Term Cycling Network.

As the connection is within the boundary of both the City of Vincent and Town of Cambridge, and managed by Main Roads, the City will need to work closely with these stakeholders to plan any upgrades. Upgrades could include opportunities to improve the connecting intersections, adding greening, lighting, and art, or other improvements identified through investigation.

Leederville UX identifies the connection to Lake Monger as a pedestrian arterial in Focused Intervention 12.

Solution Collaborate with the Town of Cambridge and Main Roads to plan upgrades to the Lake Monger connection.

ACTION 2.5 OXFORD STREET CYCLING ROUTE	
Diagnosis	Oxford Street does not allow for cars and bicycles to share the road safely.
Analysis	Oxford Street has been identified as a local route in the draft Long Term Cycling Network, and connects West Leederville, Leederville, Mount Hawthorn, and the Mitchell Freeway Principal Shared Path.
	There is currently an on-road painted bicycle lane northbound north of Vincent Street to Bourke Street, and southbound between Bourke Street and Richmond Street. There are also green bicycle starter boxes at the intersection of Oxford Street and Vincent Street.
	The Department of Transport noted in the 2015 Detailed Cycling Imagineering Workshop Report that nearly 50% of serious and fatal injury collisions occur on local roads with speeds of 50km/h or greater. The report also noted that vehicle speeds should be reduced to 30km/h through streetscape improvements where separation between cyclists and vehicles is not an option.
	Between Leederville Parade and Vincent Street, the speed limit for vehicles is 30km/h. However, north of Vincent Street, the speed limit increases to 50km/h. Where there are gaps in cycling infrastructure, this is not considered to be safe for cyclists.
	There is an opportunity to plan improvements to the Oxford Street cycling environment to improve safety and amenity, including but not limited to cycling infrastructure and traffic calming measures.
Solution	Plan improvements to the Oxford Street cycling environment to support extending the 30km/h speed zone north of Vincent Street.

ACTION 2.6 VINCENT STREET IMPROVEMENTS	
Diagnosis	Bicycles and pedestrians share the footpath on Vincent Street, and there are limited crossing opportunities for both users. This often creates conflict between pedestrians, cyclists, and vehicles.
Analysis	Vincent Street has been identified as a secondary route in the draft Long Term Cycling Network.
	As Vincent Street is currently not a suitable road to be shared by vehicles and bicycles due to the volume and speed of traffic, bicycles share the footpath with pedestrians. This impacts the safety and amenity for both cyclists and pedestrians.
	There are no crossing points for pedestrians or cyclists along the Vincent Street between Oxford Street and Loftus Street. This is a distance of approximately 500m and the lack of crossing points creates conflict between pedestrians and cyclists, and vehicles.
	There is an opportunity to plan improvements to Vincent Street to improve the safety and amenity for pedestrians and cyclists.
	Leederville UX identifies Vincent Street as a pedestrian arterial in Focused Intervention 12.
Solution	Plan improvements to the Vincent Street cycling and pedestrian environment.

ACTION 2.7 WAYFINDING PLAN

Diagnosis	Wayfinding in Vincent’s Town Centres is cluttered, unclear and limited.
Analysis	<p>Wayfinding is a critical component to the legibility and walkability of a place. Wayfinding can help determine how people decide to move through spaces. The decisions people make when moving through places are guided by architecture, urban design, landmarks and views.</p> <p>Wayfinding in the City’s town centres has significant room for improvement. An over proliferation of signage and styles compete for attention and can result in confusion. Moreover, the previous Wayfinding Signage Strategy (2012) has an emphasis on vehicles and car parking.</p> <p>A Wayfinding Plan should be prepared to:</p> <ul style="list-style-type: none"> • Create a comprehensive, clear and consistent visual communication system with concise messaging; • Only include the information that is relevant to the space, location and navigation path; and • Focus on active transportation mode users, particularly pedestrians. <p>Leederville UX has identified wayfinding as Focused Intervention 19.</p>
Solution	Develop a Wayfinding Plan.

Leederville Connect has been identified as a support team for 2.7

ACTION 2.8 ON-DEMAND TRANSPORT AND DELIVERY PARTNERS

Diagnosis	On-demand transport and delivery services can cause congestion in the Town Centre at peak times.
Analysis	<p>Leederville was identified as a on-demand transport hot spot during peak hour commute, as well as Friday and Saturday evening and late night, and Sunday morning¹.</p> <p>As the Town Centre continues to be home to a diverse mix of events, hospitality and retail offerings, and trial street closures and interventions to improve the prioritisation of pedestrians and cyclists, the demand for on-demand transport options is likely to continue and access to customers exact locations may not always be feasible. There is currently no designated pick-up points for on-demand transport vehicles. This leads to vehicles double parking while loading and unloading passengers, increasing congestion, and impacting the pedestrian amenity in the heart of the Town Centre.</p> <p>Leederville is a high demand location for delivery partners during peak times , and many restaurants in Leederville are available on at least one delivery app². Delivery partners often park bicycles and scooters on the footpath and near business entrances while waiting for orders. This creates an obstacle and potential safety hazard for pedestrians, particularly during busy times.</p> <p>There is an opportunity to investigate the feasibility and impact of designated on-demand pick-up points on the perimeter, similar to those surrounding Forrest Chase and Perth Station. There is also an opportunity to investigate consolidated third party delivery partner pick-up points for adjacent businesses, including existing motorcycle bays and bicycle parking areas, to minimise the clutter on the footpath during peak times.</p>
Solution	Investigate the feasibility and impact of designated pick-up points for on-demand transport and third party delivery partners.

1: <https://www.uber.com/en-AU/blog/perth/busy-spots-in-perth/>
 2: <https://www.uber.com/au/en/drive/perth/delivery/>

03. CONNECTED COMMUNITY

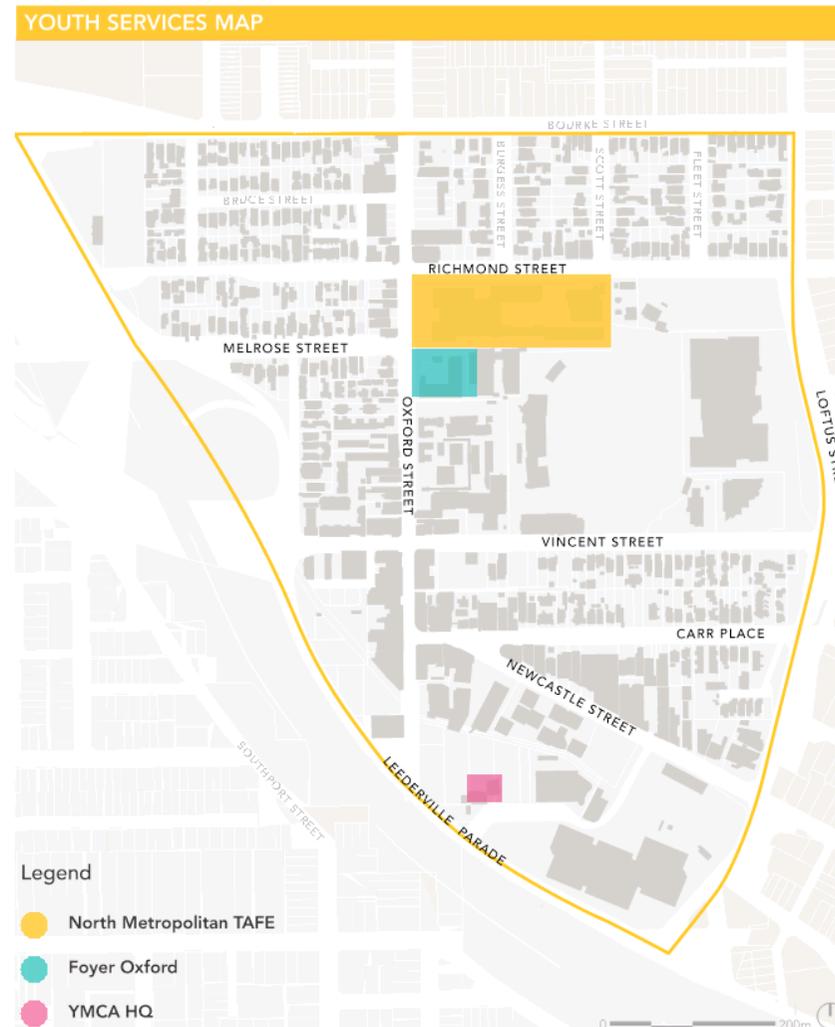
Sets out the actions and projects which contribute to Leederville’s unique sense of place, and encourage the community to connect with each other to enhance their quality of life.

ACTION 3.1 COLLABORATE WITH YOUTH SERVICES

Diagnosis	There are opportunities to deliver events in collaboration with the three major youth and social services in the Town Centre.
Analysis	<p>The regular events held in the Town Centre could better integrate with existing social services.</p> <p>YMCAHQ currently facilitates youth programs, including gigs and outdoor paint workshops. Foyer Oxford provides holistic support to young people to give them the best opportunity to thrive in the future, and North Metropolitan TAFE delivers a music program.</p> <p>There is an opportunity to investigate ways to collaborate with existing organisations to participate in Town Centre events and activations</p>
Solution	Seek opportunities to collaborate with YMCAHQ, Foyer Oxford, and TAFE to activate the Town Centre.

ACTION 3.2 TOWN TEAM GRANT PROGRAM

Diagnosis	Town teams require financial support to deliver outcomes for their respective town centres and to make themselves more sustainable entities.
Analysis	Town teams can access grant funding through the Town Team Grant program. This funding can be used to facilitate events, activities and/ or initiatives that engage the local community, contribute to the local economy or improve the sustainability of the town team.
Solution	Manage the Town Team Grant program.



LEEDERVILLE TOWN CENTRE PLACE PLAN | 17

04. THRIVING PLACES

Sets out the actions and projects which assist the City to create, enhance, and promote great places and spaces in the Town Centre in order for it to reach its activation and economic potential.



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ACTION 4.1 EVENT FURNITURE AND FIXTURES STORAGE SPACE

Diagnosis	The regular hiring of event furniture and fixtures is costly and unsustainable.
Analysis	<p>Hosting events and activations is a part of Leederville’s identity but regularly hiring fixtures and furniture is cost prohibitive, the pieces for hire are generic and do not reflect the character of Leederville.</p> <p>Leederville Connect has identified in their Action Plan the need for a storage area near the Town Centre for furniture and fixtures. This would allow the town team to invest in pieces that fit the Town Centre aesthetic, are cost-effective and can be used on a continuing basis, lowering the cost of hosting events.</p> <p>There is an opportunity to support Leederville Connect to investigate possible locations within the Town Centre for this storage space.</p>
Solution	Support Leederville Connect to investigate locations for event furniture and fixtures storage space in the Town Centre.

Leederville Connect has been identified to co-lead action 4.1.

ACTION 4.2 FESTOON LIGHTING IN LEEDERVILLE VILLAGE SQUARE

Diagnosis	Leederville Village Square is not well lit and lacks the ambiance of a town square when events are not being held in the space.
Analysis	<p>Leederville Village Square is a central gathering place within the Town Centre and is often home to events. The lighting is currently poor and when events are not occurring, the ambiance is not reflective of a town square.</p> <p>There is an opportunity to improve the feel and amenity of the space through the addition of festoon lighting strung across the square.</p>
Solution	Plan festoon lighting in Leederville Village Square.

ACTION 4.3 POWER IN LEEDERVILLE VILLAGE SQUARE

Diagnosis	There is currently no access to power in Leederville Village Square.
Analysis	Leederville Village Square is a central gathering place within the Town Centre and is often home to events. Currently there is no access to power within the space and this has been identified as a barrier to improving the usability of the space. Conduits were installed during construction of Leederville Village Square to allow for power points to be installed at a later date. There is an opportunity to identify strategic locations for power points to be installed based on the current and intended future use of the space.
Solution	Identify locations for power points in Leederville Village Square.

Leederville Connect has been identified as a support team for action 4.3.

ACTION 4.4 TOWN CENTRE LIGHTING

Diagnosis	There are areas in the Town Centre that are poorly lit.
Analysis	Town centre pedestrian safety and quality of lighting have been highlighted as areas for concern with the increasing number of vacancies. Although tenancies are beginning to fill, there remains an opportunity to improve the lighting in laneways, open spaces, and on key walking routes that lead to the Town Centre from parking areas to enhance the pedestrian environment after hours.
Solution	Undertake a lighting audit to identify opportunities for lighting improvements.

ACTION 4.5 PARKING IN LEEDERVILLE VILLAGE SQUARE

Diagnosis	Vehicles park in the Leederville Village Square median where parking is not permitted. This impacts the amenity of the space and creates safety issues by blocking sightlines for crossing pedestrians.
Analysis	The ample space between the median trees in Leederville Village Square are meant to facilitate event set-up and increase crossing opportunities for pedestrians and cyclists. The median space is large enough for one to two vehicles to park, and this often occurs during peak times. While parking is not permitted in these spaces, it has previously not been enforced due to lack of signage in the area. There is currently post-signage to enable enforcement, however this is a temporary solution as vehicles continue to park in this area. There is an opportunity to investigate design solutions to proactively deter parking instead, removing the need for enforcement. This could include modular art, movable planter boxes, retractable bollards or something similar. Such solutions would maintain the amenity of the space while closed for events, allow the space to operate as intended while remaining open to traffic, and enhance the character of the Town Centre .
Solution	Plan design solutions to deter parking in the Leederville Village Square median.

ACTION 4.6 STREETScape AUDIT

Diagnosis	There is an opportunity to rationalise the location of existing street furniture, and potential to accommodate additional planting, pedestrian amenities, and other streetscape improvements.
	The City understands the importance of canopy cover, street furniture, and streetscape amenities, and the role they play in encouraging people to linger longer. Encouraging people to linger longer in town centres provides the opportunity for multi-purpose trips and passive spending throughout the Town Centre.
Analysis	While Leederville is well serviced by alfresco dining opportunities and parklets, there is a lack of intuitive non-transactional seating throughout the Town Centre. Streetscape amenities, such as bike racks, have not been well maintained. An audit should be undertaken to determine current deficiencies in the streetscape and identify opportunities to enhance the streetscape. This could include opportunities for additional planting, beautification, urban design improvements, universal access improvements, street art, street furniture rationalisation and upgrades, and reducing clutter.
Solution	Undertake a streetscape audit to identify opportunities for streetscape improvements.

Leederville Connect has been identified as a support team for action 4.6.

ACTION 4.7 AVENUE CAR PARK LANEWAY URBAN DESIGN STUDY

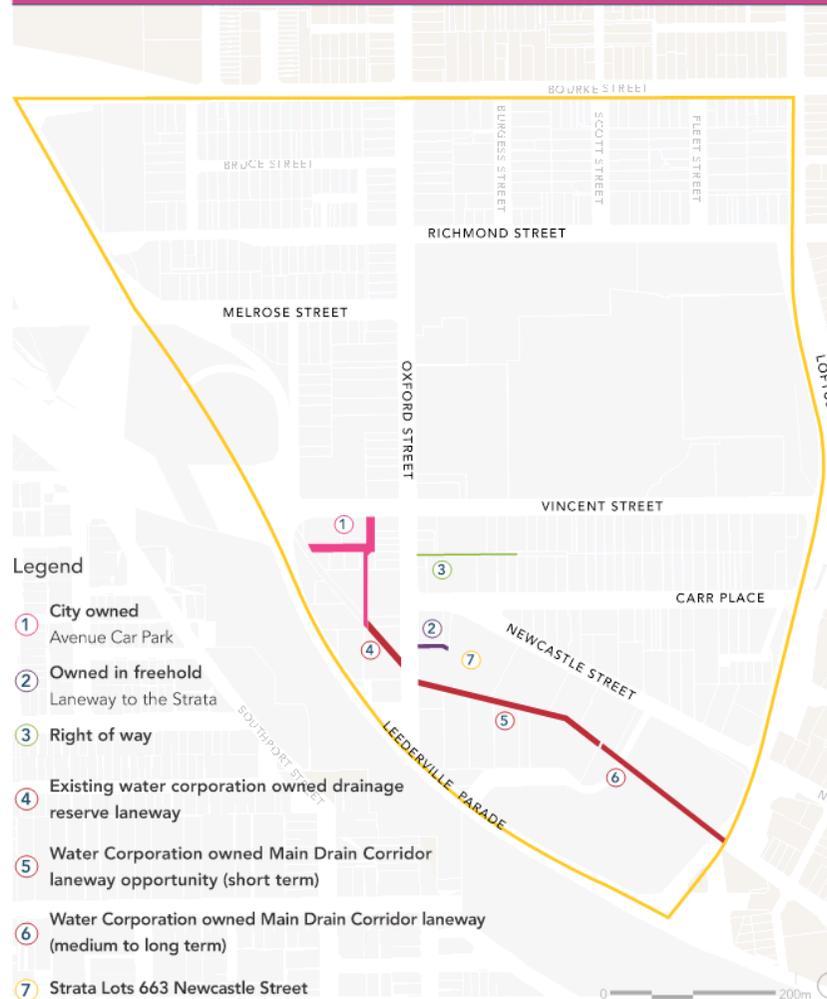
Diagnosis	The space between Oxford Street tenancies and the Avenue Car Park is underutilised, disconnected, and lacks pedestrian amenity.
	The space between Oxford Street tenancies and the Avenue Car Park is presently used for bin storage, service access, business parking and pedestrian movement. There is currently no separation between pedestrian and vehicle space. As this connection is a part of the Water Corporation drainage reserve, development is not permitted.
Analysis	There is an opportunity to improve the pedestrian amenity, investigate innovative solutions for waste, and encourage the use of the space as a second frontage for tenancies on Oxford Street. There is also an opportunity to investigate enhancing the public use of key arcade linkages between Oxford Street and the Avenue Car Park. Leederville UX has identified enhancing the Water Corporation Drain in Focused Intervention 11, and arcade linkages between Oxford Street and the car park as Focused Intervention 21.
Solution	Undertake an urban design study for the Avenue Car Park Laneway in collaboration with the Water Corporation to achieve more greening and connectivity.



ACTION 4.8 WATER CORPORATION DRAINAGE RESERVE

Diagnosis	There is an opportunity to use the Water Corporation Main Drain Corridor as an attractive, pedestrianised link through the centre of Leederville.
Analysis	The area between Newcastle Street and the Freeway is preparing for large-scale redevelopment opportunities, guided by the Leederville Activity Structure Plan. These developments would benefit from having two activated frontages, i.e. Newcastle Street or Leederville Parade or Frame Court, and the Water Corporation drainage reserve. Currently, no development can happen on the reserve.
	As the reserve is owned and governed by the Water Corporation, the City can't undertake upgrades on these premises without the permission of the Water Corporation.
	Formalising this link through the current Frame Court Car Park would be an extension of the existing drainage reserve walkway between Oxford Street and the Avenue Car Park. Bringing these links together through similar streetscape improvements, such as festoon lighting, planter boxes, street furniture, or water feature to reflect the ongoing land use of the site would be a welcomed addition to the pedestrian realm in Leederville, and consideration of improvements could be extended into the broader Frame Court Car Park space. This is identified as the top social infrastructure need for Leederville in Leederville Connect's Social Infrastructure study.
Solution	Leederville UX has identified the Water Corporation Drain as Focused Intervention 11.
	Negotiate the formalisation of the main drain pedestrian corridor with the Water Corporation for implementation in appropriate stages.

TOWN CENTRE LANEWAYS MAP



LEEDERVILLE TOWN CENTRE PLACE PLAN | 21

ACTION 4.9 THE LEEDERVILLE LANEWAY	
Diagnosis	The laneway between the Leederville Hotel and the new ABN building will soon be fronted with active uses and has become a new hub of activity.
Analysis	The ABN building on Vincent Street has now been opened and has added approximately 800 new employees to the Town Centre. It will soon bring active uses fronting onto the laneway, including a café and retail shop.
	<p>Across the laneway, the Leederville Hotel is planning to redevelop the former Blue Flamingo tenancy to create another active frontage to the laneway. It is anticipated these developments will increase the activity in the laneway and create a new hub of activity.</p> <p>The laneway has been named Electric Lane in consultation with the community and Landgate. There is an opportunity to collaborate with the developer to deliver laneway beautification elements.</p>
Solution	Collaborate with developers to deliver laneway beautification elements in Electric Lane.

ACTION 4.10 LANEWAY TO THE STRATA	
Diagnosis	The right of way connecting Oxford Street to the strata lots at 663 Newcastle Street is underutilised.
Analysis	The right of way at 663 Newcastle Street is used primarily for access to the strata lots by delivery vehicles, for bin storage and collection, and informal pedestrian access.
	<p>It is currently held in freehold, and there is an opportunity for the City to request the Minister for Lands acquire the right of way under Section 52 of the Land Administration Act 1997.</p> <p>There is an additional opportunity to plan improvements to the pedestrian amenity of the right of way following the acquisition by the Minister for Lands. This could include greening, lighting, or other activation elements. The City should advocate to and collaborate with the Strata to facilitate these improvements to continue in the Strata owned portion of the laneway.</p> <p>Leederville UX has identified improving existing laneways as Focused Intervention 16.</p>
Solution	<p>A) Request the Minister of Lands acquire the right of way linking Oxford Street to the strata lots at 663 Newcastle Street.</p> <p>B) Collaborate with the strata to plan improvements to the right of way.</p>

Leederville Connect has been identified as a support team for action 4.10B

05. SENSITIVE DESIGN

Sets out the actions and projects which assist the City encourage unique, high quality developments that respect and respond to the character and identity of the Town Centre.

ACTION 5.1 LEEDERVILLE PRECINCT STRUCTURE PLAN

Diagnosis	The Town Centre has been classed as a secondary centre under State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2). However, development is not currently guided by a Western Australia Planning Commission endorsed structure plan.
Analysis	<p>The Town Centre is located less than 2km from the Perth CBD, and is well serviced by public and active transport including a train station, frequent bus routes, and a growing number of cycling routes. These services support the potential for the area to accommodate additional development to further enhance and support the viability and vibrancy of the centre.</p> <p>The City and Leederville Connect support these growth and renewal opportunities and Leederville Connect has prepared a suite of documents to inform the City’s development of a Precinct Structure Plan, including Leederville UX and a social infrastructure study.</p> <p>The Precinct Structure Plan will provide a foundation for the future of the area including objectives and goals for its ongoing development and to ensure a place-based statutory plan is developed to guide the future development of the Town Centre area.</p>
Solution	Prepare a Precinct Centre Structure Plan in collaboration with Leederville Connect.

Leederville Connect has been identified as a support team for action 5.1

ACTION 5.2 NOISE WALLS

Diagnosis	The standard noise walls installed by Main Roads WA are bland and do not integrate with the aesthetic of the Town Centre.
Analysis	<p>The Mitchell Freeway borders the Town Centre between Richmond Street and Loftus Street. In 2019, an additional southbound lane was constructed between Cedric Street and Vincent Street. This project included the construction of noise and screen walls between Bourke Street and Vincent Street. These walls are opaque, bland, and do not integrate with the style of Leederville.</p> <p>The City does not encourage additional noise walls in the Town Centre due to the impacts on visual permeability from West Leederville and Leederville Station.</p> <p>However, should additional noise walls be proposed along the Mitchell Freeway between Vincent Street and Loftus Street, there is an opportunity to advocate to Main Roads WA for noise walls which both encourage visual permeability and embrace the character of the Town Centre. This could include using a Perspex material, commissioning public art, or another solution unique to the Town Centre.</p> <p>Leederville UX has identified public art walls to screen the noise as Focused Intervention 23.</p>
Solution	Advocate to Main Roads WA for unique noise walls between the Mitchell Freeway and the Town Centre.

Leederville Connect has been identified as a support team for action 5.2

ACTION 5.3 STREETScape STYLE GUIDE

Diagnosis	Leederville has a unique character which could be better reflected in the streetscape amenities.
Analysis	Leederville is a vibrant and creative Town Centre with an element of grunge that has been retained from its history as a working class suburb. As the precinct redevelops, it is important to protect, maintain, and enhance the character and sense of place Leederville provides.
	The Accessible City Strategy has been drafted using the link and place framework. As a part of its implementation, a set of link and place guidelines will be developed to guide future infrastructure and design improvements. However, this guide will not address the style of these improvements.
	There is an opportunity to build upon the link and place guidelines to develop a streetscape style guide for Leederville. This will ensure future investment into the public realm, both physical and social infrastructure, is consistent with Leederville’s character. This could include public art, edible streetscapes, a colour and materials palette, among other considerations.
Solution	Develop a streetscape style guide.

Leederville Connect has been identified as a support team for action 5.3

06. INNOVATIVE & ACCOUNTABLE

Sets out the actions and projects which assist the City support the community to realise its vision. To achieve this, we will be an organisation that manages resources well, communicates effectively, and takes our stewardship role seriously.

ACTION 6.1 REVIEW USE OF LEEDERVILLE VILLAGE SQUARE

Diagnosis	When Leederville Village Square is activated, Newcastle Street between Oxford Street and Carr Place is closed to vehicle traffic. It is important to understand how this impacts businesses and residents in Leederville.
Analysis	Since Leederville Village Square was launched in 2019 as a community and events space at the heart of the Town Centre, it has been closed to traffic over a dozen times for events and activations.
	When it is closed to traffic, there is mixed reaction from the community, with businesses on Carr Place and Oxford Street often feeling disconnected from events and activations.
Solution	Regular closures of Leederville Village Square has been identified as the third highest social infrastructure priority in Leederville Connect’s social infrastructure study. To better understand the impact, consultation should be undertaken as part of a review of the Square. This will inform the future use of the Square and identify opportunities to include the wider community in future activations.
Solution	Undertake community consultation to review the use of Leederville Village Square and inform the future of the space.

ACTION 6.2 LED STREET LIGHTS

Diagnosis	The street lights along Oxford Street function poorly at night and are not energy efficient.
Analysis	<p>The Western Power street lights along Oxford Street are high pressure sodium (yellow) lamps which do not efficiently or consistently light the streets at night. This impacts pedestrian safety in the Town Centre after hours.</p> <p>Western Power LED high efficiency long life luminaries are now available. There is an opportunity to improve the lighting on Oxford Street by upgrading the street lights.</p>
Solution	Install LED street lights along Oxford Street.

ACTION 6.3 PUBLIC TOILETS

Diagnosis	The public toilets in the Avenue Car Park are nearing the end of their life span, lack universal design, and attract anti-social behaviour.
Analysis	<p>There are public toilets in the Avenue Car Park that are difficult to maintain and attract anti-social behaviour.</p> <p>Given the proximity of the toilets to community services, shopping, dining, and other family oriented spaces, there is an opportunity to improve the fit-out and servicing of these toilets to make them Disability Discrimination Act (DDA) compliant and include a change area for young children.</p> <p>Improving the public toilet block will increase the level of amenity for visitors to the Town Centre.</p>
Solution	Plan public toilet improvements.

ACTION 6.4 SMOKE-FREE TOWN CENTRES

Diagnosis	Exposure to second-hand smoke is harmful to public health.
Analysis	<p>The City's Public Health Plan sets a target of introducing smoke-free town centres by 2025 in response to the known health risks of both using tobacco and exposure to second-hand smoke. While the implementation of this target seeks to directly reduce exposure to second-hand smoke, it also seeks to de-normalise smoking.</p> <p>Additional benefits of smoke-free town centres include reduced litter from cigarette butts and maintaining the enjoyment for all users of the City's high-pedestrian main streets.</p> <p>There is an opportunity to work with the community, health partners, and local businesses to develop a project to achieve smoke-free town centres by 2025.</p>
Solution	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.



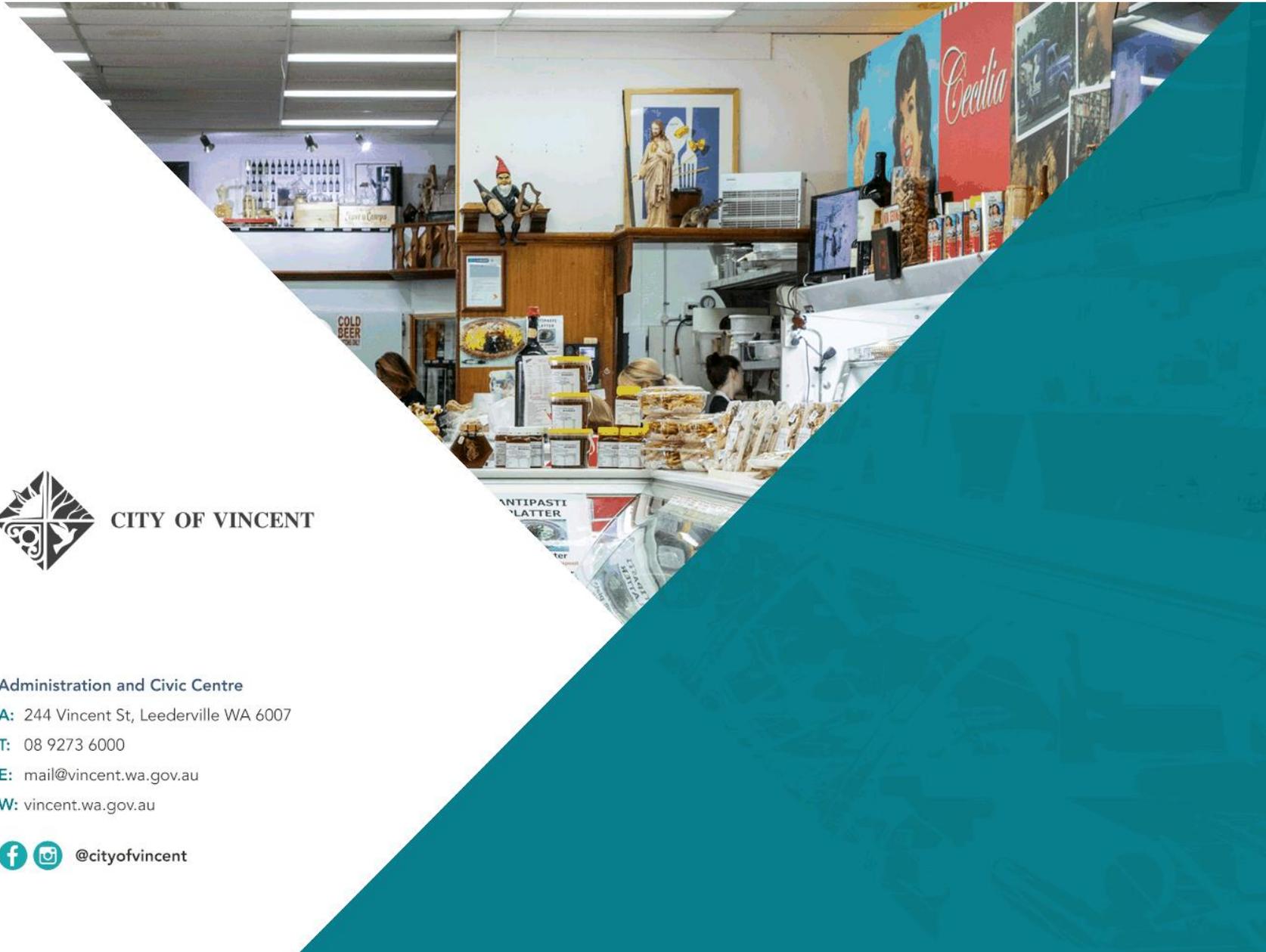
07. IMPLEMENTATION FRAMEWORK

LEEDERVILLE TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK							
KEY ACTION / PROJECT	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING				
			21/22	22/23	23/24	24/25	
PRIORITY AREA 1: ENHANCED ENVIRONMENT							
1.1	Develop a concept plan to enhance the community use, connectivity, and vibrancy of Oxford Street Reserve.	S&D	I&E	✓	✓	✓	
1.2	Investigate Black Spot funding for a safer pedestrian crossing environment on Leederville Parade.	I&E		✓			
1.3	Undertake the beautification and eco-zoning of Lot 210 Leederville Parade.	I&E	S&D	✓	✓		
1.4	Support the potential installation of a fast-charging electric vehicle station in the Avenue Car Park.	CEO	I&E	✓			
PRIORITY AREA 2: ACCESSIBLE CITY							
2.1	Advocate to the Public Transport Authority for a Leederville Station upgrade.	I&E/S&D		✓	✓	✓	✓
2.2	Advocate to the Public Transport Authority and the Water Corporation for bus route 15 to be rerouted around the perimeter of the Town Centre.	I&E/S&D		✓	✓	✓	✓
2.3	Prepare a plan to improve the pedestrian and cyclist environment crossing Loftus Street.	I&E	S&D		✓	✓	
2.4	Collaborate with the Town of Cambridge and Main Roads to plan upgrades to the Lake Monger connection.	I&E/S&D	C&B			✓	✓
2.5	Plan improvements to the Oxford Street cycling environment to support extending the 30km/h speed zone north of Vincent Street.	I&E	S&D			✓	✓
2.6	Plan improvements to the Vincent Street cycling and pedestrian environment.	I&E	S&D		✓	✓	
2.7	Develop a Wayfinding Plan.	S&D	I&E/LC	✓			
2.8	Investigate the feasibility and impact of designated pick-up points for on-demand transport and third party delivery partners.	S&D	I&E		✓	✓	
PRIORITY AREA 3: CONNECTED COMMUNITY							
3.1	Seek opportunities to collaborate with YMCAHQ, Foyer Oxford, and TAFE to activate the Town Centre.	C&B	S&D	✓	✓	✓	✓
3.2	Manage the Town Team Grant program.	S&D	C&B/I&E	✓	✓	✓	✓

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)

LEEDERVILLE TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK							
KEY ACTION / PROJECT		RESPONSIBLE TEAM	SUPPORT TEAM	TIMING			
				21/22	22/23	23/24	24/25
PRIORITY AREA 4: THRIVING PLACES							
4.1	Support Leederville Connect to investigate locations for event furniture and fixtures storage space in the Town Centre.	S&D/LC	CEO	✓	✓		
4.2	Plan festoon lighting in Leederville Village Square.	I&E	S&D		✓	✓	
4.3	Identify locations for power points in Leederville Village Square.	I&E	S&D/LC		✓	✓	
4.4	Undertake a lighting audit to identify opportunities for lighting improvements.	S&D	I&E	✓	✓		
4.5	Plan design solutions to deter parking in the Leederville Village Square median.	S&D	I&E	✓	✓		
4.6	Undertake a streetscape audit to identify opportunities for streetscape improvements.	S&D	I&E/LC	✓			
4.7	Undertake an urban design study for the Avenue Car Park Laneway in collaboration with the Water Corporation to achieve more greening and connectivity.	S&D	I&E			✓	✓
4.8	Negotiate the formalisation of the main drain pedestrian corridor with the Water Corporation for implementation in appropriate stages.	S&D	CEO	✓	✓	✓	✓
4.9	Collaborate with developers to deliver laneway beautification elements in Electric Lane.	I&E/S&D		✓			
4.10	A) Request the Minister of Lands acquire the right of way linking Oxford Street to the strata lots at 663 Newcastle Street	CEO	S&D	✓			
	B) Collaborate with the strata to plan improvements to the right of way.	S&D	I&E/LC	✓	✓	✓	✓
PRIORITY AREA 5: SENSITIVE DESIGN							
5.1	Prepare a Precinct Centre Structure Plan in collaboration with Leederville Connect.	S&D	LC	✓			
5.2	Advocate to Main Roads WA for unique noise walls between the Mitchell Freeway and the Town Centre.	I&E	S&D/LC	✓	✓	✓	✓
5.3	Develop a streetscape style guide.	S&D	I&E/LC		✓	✓	
PRIORITY AREA 6: INNOVATIVE & ACCOUNTABLE							
6.1	Undertake community consultation to review the use of Leederville Village Square and inform the future of the space.	S&D	C&B	✓	✓		
6.2	Install LED street lights along Oxford Street.	I&E			✓		
6.3	Plan public toilet improvements.	I&E	S&D		✓	✓	
6.4	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.	S&D	C&B	✓	✓	✓	✓

Community & Business Services (C&B), Strategy & Development (S&D), Infrastructure & Environment (I&E), Information & Communications Technology (ICT), Office of the CEO (CEO)



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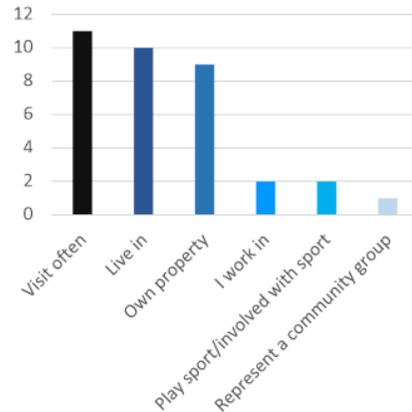
Leederville Precinct Structure Plan – Summary of Survey Responses

This survey was undertaken to seek feedback on the Draft Leederville Precinct Structure Plan. The survey provided the public with the opportunity to comment on the objectives of the draft Precinct Structure Plan, as well as proposals and requirements in the plan.

This survey had a total of 14 respondents. 1 respondent in particular did not respond to any quantitative questions and only provided comments. Of the other participants, not all answered every questions, and at some points during the survey skipped ahead to the end

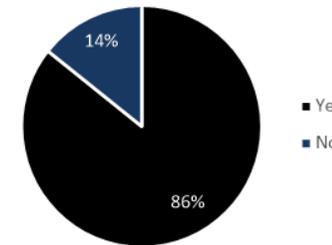
Which best describes you?

Visiting Leederville often, living in Leederville and owning property in Leederville was most common among respondents. Members of community groups were the least represented category.



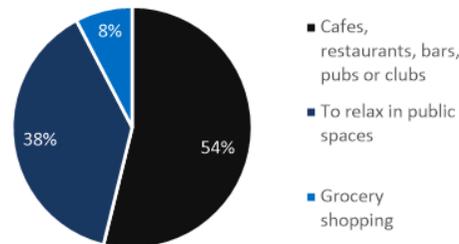
Do you support the proposed vision?

The vast majority of participants indicated that they do support the overall proposed vision for Leederville.



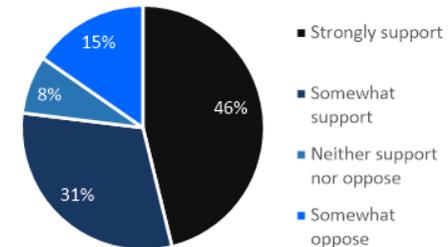
What is your primary purpose for visiting?

The majority of respondents indicated that their primary purpose for visiting Leederville was to visit cafes, restaurants, bars, pubs or clubs. A significant amount of respondents indicated that visit to relax in public spaces.



To what extent do you support the proposed objectives?

The majority strongly support the objectives. Support made up 77% of the response. This compares favourably to the 86% of respondents that supported the vision. Only 15% of respondents (2 submitters) indicated that they opposed the objectives.

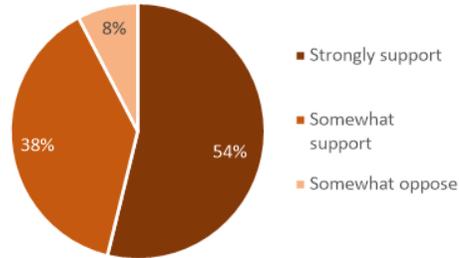


Leederville Precinct Structure Plan – Summary of Survey Responses

Precinct Structure Plan Objectives (12 respondents)

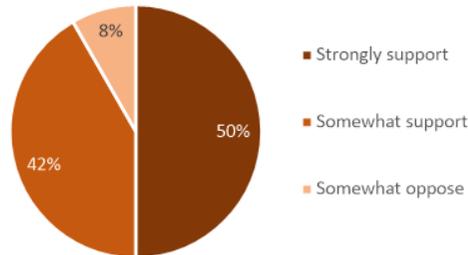
Maintain Character

A majority respondents strongly supported this objective. Only a single respondent indicated that they opposed the objective in any way.



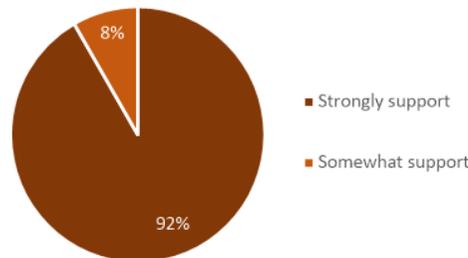
A place for everyone – uses and density

A majority of respondents strongly supported this objective. Again, only a single respondent indicated that they somewhat opposed the objective.



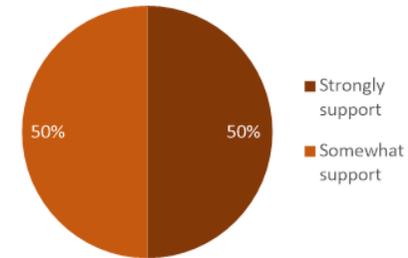
Improved landscaping

This objective received unanimous support, with all but 1 respondent strongly supporting it.



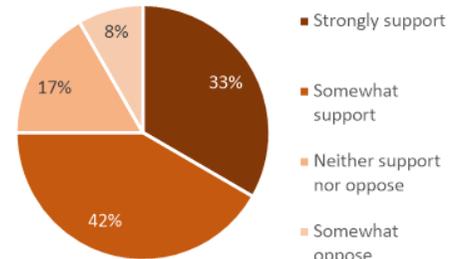
Transit Oriented Development

This objective received unanimous support from respondents. 50% indicated they strongly supported the objective.



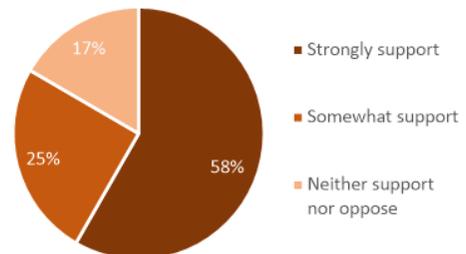
Support local businesses – through density

This objective received 75% support overall, however 2 respondents neither supported nor opposed, and 1 respondent opposed it.



Improved pedestrian movement and access

A majority of respondents strongly support this objective. No respondent outright opposed this objective.

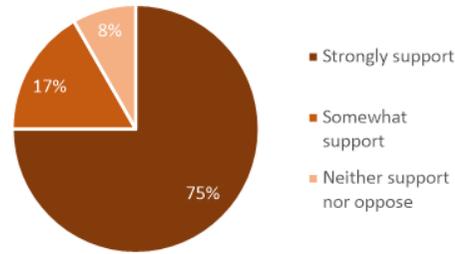


Leederville Precinct Structure Plan – Summary of Survey Responses

Precinct Structure Plan Objectives (12 respondents)

Maintain and improve public open spaces

A large proportion of respondents strongly supported this objective, at 75%. No respondent outright opposed this objective.

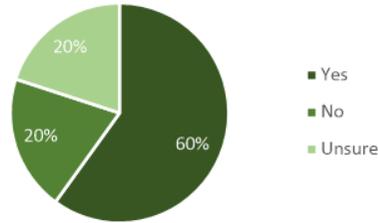


Leederville Precinct Structure Plan – Summary of Survey Responses

Proposed requirements (5 respondents)

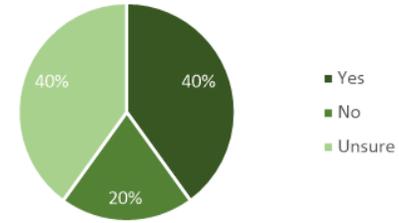
Do you support the proposed parking requirements?

Three respondents supported this requirement. One was unsure and one did not support it.



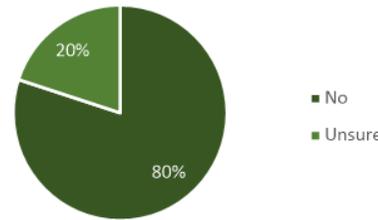
Do you support the proposed Village Sub-Precinct requirements?

There was uncertainty around this proposal. It did not receive majority of support from respondents.



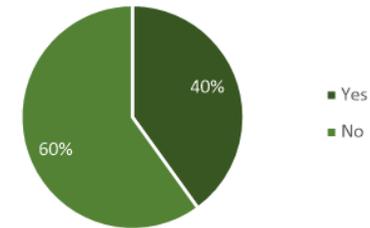
Do you support the proposed Cityscape Sub-Precinct requirements?

This proposal was opposed by the five respondents. It received no indications of support.



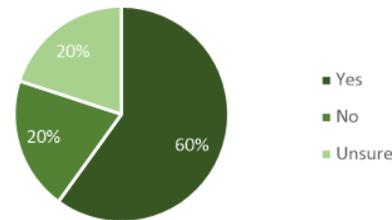
Do you support the proposed Urban Frame Sub-Precinct requirements?

This proposal received a majority of opposition although it did receive some indication of support.



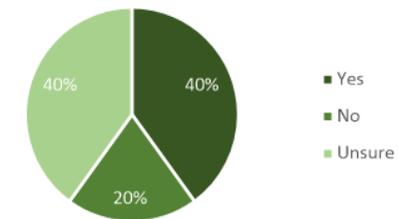
Do you support the proposed Suburban Sub-Precinct requirements?

This proposal received a majority of support. Only 1 respondent opposed it and 1 respondent was unsure.



Do you support the proposed Development Incentives for Community Benefits?

There was uncertainty around this proposal. 2 respondents supported it and 1 opposed it.

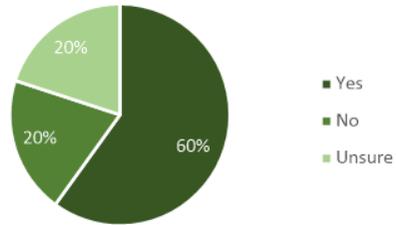


Leederville Precinct Structure Plan – Summary of Survey Responses

Proposed requirements (5 respondents)

Do you support the proposed Education and Civic Sub-Precinct requirements?

This proposal received a majority of support. Only 1 respondent opposed it, and 1 respondent was unsure.



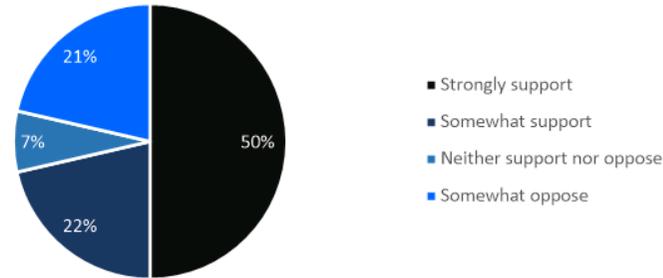
Leederville Precinct Structure Plan – Summary of Survey Responses

Overall, to what extent do you support the draft Leederville Precinct Structure Plan?

Of the 14 respondents, three somewhat opposed the draft.

Two respondents opposed Carr Place Opening to Loftus Street.

The other opposed respondent was unsure about the building heights due to solar access.



Carr Place Opening to Loftus Street:

Due to the clear response from the community, and the written responses, the vehicle connection between Carr Place and Loftus Street is recommended to be deleted.

Solar Access:

The draft LPSP has limited height in the village precinct and includes a transition setback on all of the boundaries of the sub-precinct to allow a solar access, a human scale and village character to remain.

To provide amenity and density in an efficient way development needs suitable height allowance. Shorter buildings to all boundaries does not provide suitable amenity in this way. Provisions of the R Codes Volume 2 relating to building orientation and solar access will remain and apply. The element objective seeks to minimise overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.

The reason for increased density in this location is based on the States Planning Framework, outlining this location as a secondary centre and a suitable location for increased density due to its access to local amenities, public transport and proximity to the City. The local framework also seeks to provide density in suitable location being in Town Centres and Activity Corridors. These items were considered in the preparation of the draft LPSP resulting in density proposed in the southernmost location of the precinct. Providing density in this suitable location will go some way in reducing the north and south sprawl of the metropolitan area and allow more people to live and age in a high quality precinct.

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Summary of Submissions by Key Focus Areas

01 ENHANCED ENVIRONMENT				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
1.	Keep trees endemic for native birds.	12	<p>The vision in the draft LPSP seeks to preserve the natural elements paired with the Enhanced Environment objective to retain and increase tree canopy.</p> <p>The vision and objectives is to be delivered through the provision for a landscaping plan to be provided with all development applications. This will ensure suitable species in line with the City's Greening Plan and Tree Selection Tool.</p>	No modification.
2.	Engagement with Indigenous culture and consultation with Indigenous community is important for any development project. If we are trying to maintain or enhance environment this is a good place to incorporate Indigenous perspective and knowledge.	7	<p>Administration has consulted the Reconciliation Action Plan Working Group and will continue to collaborate with the Group to deliver the actions of the draft LPSP and Place Plan.</p> <p>The draft LPSP includes a short term action to investigate opportunities for cultural interpretation throughout the precinct.</p> <p>The creation of public spaces which acknowledge the cultural heritage of the precinct is included as a mandatory criteria for seeking development incentives. It is proposed the clause is modified to provide clarity.</p>	Modify Part 1, Clause 6.1 Mandatory Criteria 5 as follows: 'Retention and enhancement of places of heritage significance (Aboriginal and/or European) that may be located on the development site or immediately adjacent.'
3.	Regular removal of trees occurs whereas relocation could assist in establishing mature trees. It might cost more (and might not always take) but it would greatly and dramatically enhance the streetscapes in a good way.	14	Retention is preferred however replacement will also meet the objectives.	No modification.
4.	Investment in Leederville must include upgrades of the Leederville oval. That could be such a great spot not only to continue the WAFL games at a higher quality (and potentially host grand finals - which will be amazing for the local businesses), but also would be a great space for festivals, music events etc. The lights at the oval are basically useless and the grandstand needs a lot of love.	7	It is proposed that Leederville Oval be permeable and legible. The land use provisions of the draft LPSP allow a variety of uses in the education and civic precinct, this will allow various active uses of the space.	No modification.

01 ENHANCED ENVIRONMENT				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
			<p>Part 2 of the draft LPSP outlines the community and education precinct as a key development site noting the need for public access through the site, retention of the education land uses, retention of public open space, potential for an events space and retention of sport.</p> <p>It is noted that the lighting of the oval and the grandstands need to be updated.</p>	
5.	<p>Part 1, Clause 5.13(a) - Landscape plans should not be required for minor development or development that does not warrant landscaping.</p> <p>Part 1, Clause 5.13(d) - To avoid confusion, this section should state "<u>Subject to 5.13(e)</u>, existing trees on a property must be retained".</p> <p>The requirement for an "arboriculture assessment" is supported, although it is not clear what criteria is being assessed or when tree removal may be acceptable. This must be clarified if this clause is to be functional.</p>	25	<p>For minor development a landscape plan is not necessary and should not be provided.</p> <p>Clause 5.1.3(e) clarifies the previous clause outlining when the City would consider the removal of a tree. Health and safety have been added as considerations for tree removal.</p>	<p>Modify Part 1, Clause 5.1.3 (a) as follows: 'A landscape plan, prepared by a suitably qualified consultant, must be provided with all development applications. <u>Development applications of a minor nature which do not alter the on-site landscaping are exempt from providing a landscape plan.</u>'</p> <p>Modify Part 1, Clause 5.1.3 (e) as follows: 'The proposed removal of any tree that meets clause 5.1.3(d) is to be provided with an arboriculture assessment. Where removal is deemed <u>appropriate for health and safety considerations</u> by the arboriculture assessment the trees must be replaced.'</p>

01 ENHANCED ENVIRONMENT				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
	<p>The requirement for a “flora and fauna assessment” to support the removal of any native vegetation is very broad and somewhat excessive. If absolutely necessary, this requirement should be linked to a minimum cleared area.</p> <p>Part 2, Clause 5.1 should be limited to “Key development sites, registered as having contamination under the Contaminated Sites Act, shall undertake detailed studies...”. Key development sites without known contamination risks should not have to undertake expensive highly onerous contamination studies without reason.</p> <p>Private land should not be required to stay in the same form in redevelopment. Open space should be required on site but not necessarily in the same location.</p>		<p>In a proposal to clear substantial vegetation and habitat to native species an assessment should be undertaken rather than proceeding to demolition.</p> <p>It is suitable to rectify any contamination on sites in redevelopment.</p> <p>Existing private open space cannot be formalised in the plan as open space.</p> <p>For key development sites the City have outlined the replacement of existing open spaced in redevelopment. For new development landscaping provisions require open space and suitable planting.</p>	<p>No modification.</p> <p>No modification.</p> <p>Delete Part 2, Clause 5.2.1, Recommendation 8.</p> <p>Delete, Part 2, Clause 6.3.1, Public Open Space action.</p>
6.	Aspects I support include: Retain and increase tree canopy.	10	Noted.	No modification.

02 ACCESSIBLE CITY				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
7.	I object to the idea of opening up Carr Place and making it a dangerous rat run. Traffic in this street has been an issue, from parking to hoons coming from the night club and hotel for many years. Speeding vehicles will be an issue; the danger of someone being hurt will be on the cards; never mind the illegal parking and low infringement tickets issued as I have observed many a vehicle parked that are not residents and the frequency or lack of parking inspection.	3	<p>The comments relating to the draft proposed connection between Carr Place and Loftus Street are noted.</p> <p>The points are acknowledged it is recommended that the plan be modified to remove the connection and provide an alternative vehicle connection through development incentives between Carr Place and Newcastle street. The alternative connection is proposed to provide an exit and entry for residents of Carr Place if the road was closed for an event in the Village Square.</p> <p>As this is proposed to be a North-South connection it is not considered that through traffic will increase as it would be a deviation for local traffic rather than a thoroughfare.</p>	<p>Amend Part 1, Plan 2 to:</p> <ul style="list-style-type: none"> Remove the proposed connection of Carr Place and Loftus Street; and Bold Court and Newcastle Street. <p>Modify Part 1, Clause 6.1 with the following new Additional Criteria 12 as follows: <u>'Providing a new road at a minimum width of 6 metres. The provision of a new road is to be supported by active ground floor uses. Additional Criteria 12 is only available to the lots between Carr Place and Newcastle Street in the Urban Frame and Cityscape sub-precincts. The connection must provide vehicle access between Carr Place and/or Bold Court to Newcastle Street.'</u></p>
8.	The only thing I am against is opening up Carr Place to Loftus Street on a permanent basis (although this would be good for me to get in and out of home easier), as it would make Carr Place an access way and increase traffic flow, with the number of driveways and on street parking, having more cars will be dangerous. I have no problems with Carr Place being closed for a few events a year, as long as there is somewhere else we can park our cars.	5	As per 7 above.	As per 7 above.
9.	I oppose opening up Carr Place to Lotus St and Bold Court to Newcastle St	4	As per 7 above. In addition to the comment above an alternative location is proposed for vehicles to enter and exit Carr Place and	As per 7 above.

02 ACCESSIBLE CITY				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
			Bold Court when events are held. As this is proposed to be a North-South connection it is not considered that through traffic will increase as it would be a deviation rather than a thoroughfare.	
10.	I think it (the vision) is a great idea. My concerns include traffic and public transport as well as consistency across the board.	7	<p>In preparation of the draft LPSP a Traffic Impact Assessment was undertaken which outlines that there is capacity in the network to accommodate an increased number of car trips in and out of the centre. This is based on no increase in road widths and changes to the emphasis of public car parking locations on the periphery of the centre.</p> <p>It is acknowledged that there is a need for increased east west connections through the City and between the City's Town Centres. The City continues to advocate to the State Government, as per the draft LPSP and Place Plan, to improve these public transport connections.</p>	No modification.
11.	<p>I support the plan but absolutely disagree with opening Carr Place to Loftus Street. I believe that it will support more car in the precinct instead of people who cycle/walk/use public transport, and they (cars) are the last priority in Objective 4-9.</p> <p>I actually strongly support the objectives but, again, absolutely disagree with the proposed opening of Carr Place to Loftus Street. I believe that it will support more car in the precinct instead of people who cycle/walk/use public transport, and they (cars) are the last priority in Objective 4-9.</p>	9	<p>As per 7 above.</p> <p>The comments relating to the objectives are noted.</p>	As per 7 above.
12.	Connected including pedestrian and bike paths.	11	A key objective of the draft LPSP is to connect the centre with pedestrian and bicycle links.	No modification.

02 ACCESSIBLE CITY				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
13.	Under Accessible City 'prioritise universal access' should come before prioritise pedestrians. If you plan and design for equitable access (for those with disabilities, aged people, people with prams etc) good outcomes for pedestrians and others will follow.	8	Agreed, the City does prioritise access for everyone and the objectives should be modified to reflect this	Modify Part 1, Clause 2.1 to include new objective of Accessible City as follows: <u>'Prioritise universal access'</u>
14.	Such high density (Cityscape) will exacerbate traffic congestion in the area.	6	The precinct provides options for people to move to and through the area, high density is appropriate in this location due to the presence of the train station and town centre.	No modification.
15.	The east-west pedestrian link to the north of water corp would take pedestrians through a dead zone that is likely to feel unsafe at night and thus be underutilised. Suggest popping pedestrians out just to the West of the Water Corp (through the existing park) onto Leederville Parade, and then up to Loftus that way. This also would take advantage of the planned Leederville Parade upgrades. This way pedestrians are constantly surrounded by activity at night and the walkway becomes a lot friendlier.	14	A focus of providing new connections is safety. This can be addressed through lighting or active land uses. For clarity active ground floor uses have been added to the community benefit of providing a new road or laneway.	As per 7 above.
16.	Car parking - ideally development along Oxford/Newcastle St shops don't provide any carparks but make a contribution to enable the City to build multi-story carparks on their existing owned carparks.	5	As there is no parking minimum requirements the City would not seek cash in lieu of providing parking.	No modification.
17.	The proposed road from Carr Place to Loftus Street will make an already overcrowded street even more busy and competitive for parking, Uber drop offs. Essentially the council will turn this residential street into yet another main st. The proposed road from Newcastle St to Bold Court will also increase the traffic to this currently quiet and family friendly area. It increases the risk of criminal activity and encourages people to walk through the area making it less family friendly. Bold court is a small and difficult to access street with blind corners and a rather narrow passing, increasing traffic through this street will also put drivers and pedestrians at risk of injury - motor vehicle vs motor vehicle or pedestrians vs motor vehicle. There is limited opportunity to place a footpath on Bold Court meaning pedestrians would need to walk in the road.	4	As per 7 above.	As per 7 above.

02 ACCESSIBLE CITY				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
18.	As an owner and resident of Carr Place, I would be strongly opposed to connecting Carr Place with Loftus Street. It would significantly increase traffic and it is difficult to see oncoming cars when exiting driveways with street parking down both sides. It would also cause further congestion at the intersection of Carr Pl and Newcastle St. A round about would need to be installed to allow traffic to flow out of Carr Place.	6	As per 7 above.	As per 7 above.
19.	I believe public transport in this area needs to be revolutionised for this to work. I live in mt hawthorn and attended perth modern and now UWA, both other sides of Leederville and to drive past this area is often a struggle and public transport choices are limited. It's not necessarily about providing choices for people living just in Leederville but for people who commute through or around the area. The best way for people to choose public transport over driving it for it to be quicker or better.	7	It is acknowledged that there is a need for increased east west connections through the City and between the City's Town Centres. The City continues to advocate to the State Government, as per the draft LPSP and Place Plan, to improve these public transport connections.	No modification.
20.	Strongly oppose the introduction of a road at the intersection of Carr Place and Loftus St. There is already a lot of congestion on Carr Place (particularly due to on-demand vehicles at peak times) and it will get busier as residential lots are built up into taller apartment buildings. A pedestrian/cycling link at that point, linking Carr Place (Leederville) and Carr St (West Perth) would be more suitable. Support the introduction of pedestrian links between Newcastle St, Carr Place and Electric Lane, as well as the link from Water Corp to Avenue Car Park. Support redirection of bus route to Leederville Parade.	13	As per 7 above. The comments supporting the introduction of pedestrian links are noted.	As per 7 above.
21.	Further work is required on suburban cyclists paths. The 30kmh road zones to the north of the oval precinct are routinely ignored by motorists - further work particularly on Shakespeare/Scott streets is required to enforce this (culdesacs that retain permeability for cyclists and pedestrians but not cars?) Pedestrian link proposed to the north of the Water Corp building takes pedestrians through a night life "dead zone" that will not be appealing/feel safe. Suggest popping out to the car park to the West of the Water Corp building (upgrade the existing park there?) onto Leederville Parade and then up to Loftus - at least that way there is frequent car traffic around.	14	The comments regarding the bike boulevards are noted. As part of a City wide project aligned with the Accessible City Strategy, investigation into locations of new cul-de-sacs to improve pedestrian movement, cycle movement and public open space is being undertaken. Water corporation pedestrian link is an indication in redevelopment, the location may change. The pathway allows permeability through the area, safety and lighting would be considered.	No modification.

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22.	<p>Carr Place Indicative Road Connection</p> <p>It is noted that 'Plan 2 - Sub-Precinct Map' indicates a proposed road connection from Loftus Street to Carr Place as a potential development opportunity. This road addition to Carr Place from Loftus Street is strongly opposed for the following reasons:</p> <p>This proposed connection to Carr Place would result in an exponential increase in traffic volumes to a quiet local access road. At present, this cul de sac generally only serves residents, businesses and some visitors to the Leederville precinct. Carr Place is not designed as a genuine thoroughfare for high volumes of traffic and is instead designed as an access road with substantial on-street parking. Section 4.2.4 of <i>Austrroads: Guide to Good Road Design - Part 3</i> specifies a minimum lane width of 3.5 metres for a standard carriageway. In some instances this can be reduced to 3.3 metres if the road is a low speed environment. Even with a 3.3 metre required width per lane, the current design of Carr Place does not comply with Austrroads requirements (refer to image below).</p> <p>The current width of Carr Place requires vehicles to frequently manoeuvre their vehicle to the side of the road so as to allow safe clearance for another vehicle to pass in the opposite direction. Therefore the suggestion to include road access from Loftus Street could lead to a higher likelihood of accidents, given the significant increase in traffic volumes that would occur.</p> <p>The City of Vincent's Bike Plan identifies Carr Place as being an 'on-road' cycling street, which could be referred to as a bicycle boulevard. Streets are identified as being suitable for a bicycle boulevard on the basis of the road environment being low speed and experiencing small traffic volumes. Therefore Carr Place is an entirely appropriate selection for a bicycle boulevard, given that it is a cul de sac. However, the suggestion to include a road connection from Loftus Street to Carr Place completely contradicts the Bike Plan and would result in fewer cyclists utilising Carr Place as a cycling route.</p> <p>The inclusion of a left in, left out access way to Carr Place from Loftus Street would necessitate the removal of mature trees which border the edge of the road reservation. This is not supported, and it is noted that a number of large White Gum trees have already been removed at the end of the cul-de-sac for Carr Place. Notwithstanding the well-known issues relating to this tree species, these mature trees provide a perceived buffer and create a softening border to</p>	15	<p>The points are acknowledged it is recommended that the plan be modified to remove the connection and provide an alternative pedestrian and vehicle connection through development incentives between Carr Place and Newcastle street. The alternative connection is proposed to provide an alternative exit and entry for residents of Carr Place if the road was closed for an event in the Village Square.</p>	<p>As per recommendation 7 above.</p>

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	<p>the harsh road environment of Loftus Street. With the required deceleration lane and/or road widening on approach to the proposed connection to Carr Place, a large number of these trees south of the cul-de-sac would need to be removed. It is also highly likely that some trees to the north will need to be removed as well, given the apron width required for the left out turn to meet the relevant Australian Standard and Austroad Guidelines. The loss of these trees is not a desirable outcome and is strongly opposed. Electing to remove the trees would contradict the goals of the City of Vincent's Greening Plan.</p> <p>It is highly likely there will be significant community opposition to the proposed road connection from residents of Carr Place. A consensus that is shared by residents on Carr Place is that the current road environment is peaceful and quiet. There is minimal traffic noise directly from Carr Place, and visitors are generally able to access an on-street parking bay with limited difficulty. This current environment would be substantially changed for no significant net benefit to residents of Carr Place. There would of course be no ability to turn right (southbound) onto Loftus Street, as only left-in, left-out turns would be facilitated at this intersection. The disruption that would be caused in terms of noise impacts, higher traffic volumes and potentially less on-street parking availability for residents on Carr Place is not considered to be outweighed by a potential saving of 1 to 2 minutes in driving time for trips heading northbound on Loftus Street.</p> <p>It is recognised that reference has been made in the explanatory report to the LPSP relating to Carr Place residents experiencing difficulties in accessing their properties while events are held at the Leederville Village Square. During each occasion an event has been held at the Village Square, there has always been access made available to residents on Carr Place. The only exception to this in recent years has been the parade for St. Patrick's Day on a Saturday morning in which large sections of streets within the Leederville precinct are closed for a few hours. Sufficient notice was always provided for this event and it has not been a significant burden. Subject to events at the Village Square always allowing access for Carr Place residents, there is no issue with these events being held on a regular basis. In fact, such events would be supported and we often partake in them.</p>			

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23.	<p>There is a large opportunity available within the Precinct Plan to provide additional pedestrian linkages. The Precinct Plan nominates numerous properties to provide a pedestrian access way (PAW).</p> <p>The Structure Plan map does not provide opportunities for suitable north-south pedestrian connections south of Newcastle Street which is considered to be a lost opportunity, given the following potential benefits:</p> <p>There is a unique opportunity to provide pedestrians with continuous walkability from Vincent Street through to Frame Court. Currently, the Precinct Plan nominates No. 663 Newcastle Street as providing the pedestrian linkage through to the Leederville Train Station and public car park. Whilst there is no objection to this, there is alternative opportunities to accommodate a PAW. This would allow pedestrians to have direct access to the public car park and allow direct access to the train station for pedestrians walking from the northern or eastern end of the precinct.</p> <p>The Leederville Town Centre has already commenced redevelopment with numerous mid-scale apartments being constructed or currently underway. Following the adoption of the Precinct Plan the rate of redevelopment and growth will increase. This will put a demand on public infrastructure as the attraction to Leederville will continue to heighten, making safe and legible connections a priority.</p> <p>The advertised pedestrian connections may not eventuate, therefore alternative options to provide a vibrant and safe pedestrian link should be provided.</p>	16	<p>Alternative pedestrian access ways should be provided.</p> <p>As the proposed locations in the advertised draft LPSP were not secured and only indicative the access ways are proposed to be achieved through development incentives:</p> <ul style="list-style-type: none"> • For vehicles: <ul style="list-style-type: none"> ○ Between Carr Place and Newcastle Street; • For pedestrians and cyclists: <ul style="list-style-type: none"> ○ Between the east-west proposed pedestrian link and Newcastle St; ○ Between the Avenue car park and Oxford St; and ○ Between Vincent St and Carr Pl. <p>These are proposed to have the parameters set out in Clause 6.1.</p>	<p>Modify Part 1, Clause 6.1 to include an additional criteria 13 as follows:</p> <p><u>'Providing a new pedestrian laneway at a minimum width of 4 metres. The provision of a pedestrian laneways is to be supported by active ground floor uses. Additional Criteria 13 is only available to the lots:</u></p> <ul style="list-style-type: none"> • <u>Between Vincent Street and Carr Place. The connection must provide pedestrian access from Vincent Street to Carr Place;</u> • <u>Between Newcastle Street and the Infrastructure Corridor (east-west pedestrian connection). The connection must provide pedestrian access from Newcastle Street to the Infrastructure Corridor (east-west pedestrian connection);</u> • <u>Between Oxford Street and the Infrastructure Corridor (east-west pedestrian connection). The connection must provide pedestrian access from Oxford Street to the Infrastructure Corridor</u>

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				<p>(east-west pedestrian connection); and</p> <ul style="list-style-type: none"> • Shown with a Proposed Pedestrian Link on Plan 2. <p>Modify Part 1, Clause 5.1.13 as follows: 'Road reserves, formalised public thoroughfares, laneways and pedestrian links are identified on the Structure Plan Map and in Clause 6.1. As a condition of development or subdivision approval, properties affected by a road reservation, formalised public thoroughfares, laneways and pedestrian links are required to vest that portion of land road reserve to the Crown as a condition of development or subdivision approval, whichever occurs first.'</p>
24.	- the turn in from Loftus is not a good idea at all, and we favour the small laneway links between Vincent, Carr and Newcastle	18	As per 7 above.	As per 7 above.
25.	Strongly oppose the proposed road joining Carr Place to Loftus Street as outlined in the Leederville Precinct Structure Plan. Joining will give rise to significantly more traffic congestion on our narrow and already busy little street. We consider it will make Carr Place a traffic thoroughfare which will negatively impact residents and businesses. We also consider that it will detract from the quaint community feel of the street and Leederville in general.	17	As per 7 above.	As per 7 above.

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26.	<p>I am a resident of Bold Court and so any increased traffic will impact me. I am interested in understanding what research or analysis has been done on traffic and parking in the area. I am also interested in understanding how long this proposal has been in place, as far as I am aware it was not included in any of the early drafts or other early precinct designs. I am concerned that Carr place is not suited to increased traffic - it is a fairly narrow road with lots of driveways and parking to see any increase in traffic or people driving at speed. I have noticed that the council has already removed an existing mature tree to facilitate the road opening without notice or consultation.</p> <p>I have also noticed in the precinct structure plan a proposal for a pedestrian or bike way between Bold Court and Newcastle street. Can you provide further details including whose property the land would be purchase from or whether it would be an easement/public right of way, whether those negotiations are underway and are public, lighting proposals, how wide the laneway would be, whether it would be open to traffic.</p>	19	<p>The City has undertaken a Traffic Impact Assessment as part of the preparation of the draft Leederville Precinct Structure Plan.</p> <p>The proposal was intended to be an alternative vehicle exit point for when events are held in the village square.</p> <p>The trees were removed as part of repairs to the gas main which was not undertaken by the City.</p> <p>The potential laneway/pedestrian link between Bold Court and Newcastle Street was proposed as a draft vehicle access. This was proposed to be secured through development incentives for community benefit outlined in Part 1, Clause 6 of the draft LPSP. As required by Clause 6 the laneway would be a minimum of 4m wide for pedestrian access; or 6m wide for vehicle access. Any laneway proposed as part of Clause 6 would need to provide active uses to ensure the proposal is safe and comfortable for users.</p> <p>It is recommended that Part 1, Plan 1 be amended to remove the vehicle connection be deleted; and expand the areas where a laneway could be proposed to allow a variety of options for north-south connections.</p> <p>Following delivery of the connections as part of the minor and major reviews of the LPSP the community benefit of providing a laneway would be reviewed.</p>	As per 7 and 23 above.

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27.	<p>I recently heard about the Draft Leederville Precinct Structure Plan of opening access at Carr Place and Loftus Street and I wish to strongly object to this proposal.</p> <p>I see no advantages in opening Carr Place to through traffic given that the Newcastle Street/Loftus Street intersection already provides close enough access to/from Carr Place.</p> <p>Opening Carr Place to through traffic will only negatively impact the volume of traffic and increasingly problematic parking issues on this increasingly congested residential street.</p> <p>The only reason I and many other residents chose to buy and/or live on this street is because it is a No Through Road. From my understanding of the plan, the intention is to open access to Carr Place and Loftus Street to benefit residents, and yet all residents I have spoken to object to such access for traffic and safety reasons. Enabling traffic to use Carr Place to access Loftus Street instead the existing Newcastle Street will also add to existing congestion at the Newcastle Street/Oxford Street/Carr Place intersection which is already problematic.</p> <p>I hope you listen to the views of owners and residents living on this currently safe and relatively traffic-controlled strip.</p>	21	As per 7 above.	As per 7 above.
28.	<p>I support many aspects of the plan, including supporting the Accessible City Strategy which prioritises pedestrians, followed by cyclists, followed by public transport users, followed by motorists.</p> <p>The proposed road connection between Carr Place and Loftus street: According to the plan, the reason for this proposed road connection is for the convenience of residents when the village square is closed to vehicles. As a previous long-term resident of the street and a car owner, I feel that any inconvenience was minor and that this is not required. There was always adequate notice of upcoming road closures, allowing time to make alternative arrangements. I support the events that result in these road closures, which are important to the vibrant fabric of Leederville.</p> <p>Secondly, this road connection would result in increased traffic on this narrow local access road that is currently a friendly place for pedestrians and cyclists. This road is currently designated as an 'on-road' cycling street as per the City of Vincent's Bike Plan. Any connection is likely to result in increased traffic</p>	22	As per 7 above.	As per 7 above.

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	<p>speeds (despite speed limits), which is a potential threat to pedestrians and cyclists in contradiction of the Bike Plan.</p> <p>The requirement for on street parking for residents (for the properties that do not have onsite parking, particularly at the eastern end of the street) means there would not be adequate space for a safe cycle lane to mitigate the risk of extra traffic. This road is not designed to be a traffic thoroughfare, and does not have the space for it to support increased traffic that is also safe for pedestrians and cyclists.</p> <p>Thirdly, this road connection would require the removal of mature trees that soften the connection to the very busy Loftus Street and this would be detrimental to the look and feel of the street, as well as in contravention of the City's Greening Plan.</p> <p>In summary, I do not support the proposed connection between Carr Place and Loftus Street, supposedly for the convenience of the residents, is required. It does not prioritise pedestrians and cyclists over car users as outlined in the Accessible Cities Strategy, and requires the removal of mature trees, in contravention of the City's Greening Plan.</p>			
29.	We are in strong support of the simplification of parking requirements to the two categories of residential and non-residential and implementation of a min-max parking requirement. The triggering of car parking requirements from change of use applications has been a significant impediment to the success of the Leederville Town Centre over the last several years.	24	Noted.	No modification.
30.	I support prioritising pedestrians over cars.	10	Noted	No modification.
31.	<p>5.1.6 Parking – Non Residential</p> <ul style="list-style-type: none"> • A 1:75sqm staff parking ratio is ambitious, and is likely to exacerbate existing parking issues in Leederville in the near future. Staged ratios should be considered. • There should be provision for a greater number of service bays where a need can be proven. 	25	Using land for car parking instead of active commercial or residential spaces is not suitable. There are a number of options to travel to Leederville, exponentially providing car parking is not suitable for movement in the area.	No modification.

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			Where justification is provided as part of a development application to meet the objective of the draft LPSP and sub-precincts the City may consider alternative practical parking arrangements.	
32.	I am not supportive of Carr Place road access being open to Loftus Street. I would support a further pedestrianisation of Carr Place to meet the intent of the "village" feel to the precinct and temporary access to Newcastle Street that is only activated on "event" days.	26	As per 7 above.	As per 7 above.

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33.	Needs to include universal access, aging in place, affordable housing and sustainable building design.	8	Provisions are included for each of these aspects. To further encourage delivery of affordable housing the development Incentive has been amended.	Modify Part 1, Clause 6.1: <ul style="list-style-type: none"> • Additional Criteria 8 to increase the points from 10 to 25; • Additional Criteria 10 to increase the points from 20 to 50.
34.	If an increased amount of people live in the area it will overcrowd an already busy community space, particularly the library.	7	As per Part 2, Clause 5.4.5 of the draft LPSP relocation of civic uses such as the library is to be a key consideration of development at the Frame Court car park.	No modification.
35.	In the interest of equity and providing opportunities to a range of demographics and backgrounds, it is crucial that the Plan facilitates a range of housing options and dwelling types at a high density.	15	Throughout the precinct there will be a range of housing from low to high density. As per Part 1, Clause 5.1.7 dwellings are required to be varied in sites which propose development of greater than 30 dwellings ensuring a mix of studio, one bedroom, two bedroom and three bedroom dwellings in high density development.	No modification.
36.	New development should be inclusive. Development should be designed with consideration of people with disability.	20	<p>The City's Disability Access and Inclusion Plan includes strategies to provide equitable access to all City buildings, facilities and infrastructure for people with disability. Further to this the Building Codes of Australia have clear guidance for Universal Access to buildings.</p> <p>In order to encourage development which features Universal Access, Part 1, Clause 6.1, Additional Criteria 8 is included as development incentive.</p>	<p>Modify Part 1, Clause 6.1, Additional Criteria 8, as follows: 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 <u>universal access dwellings as follows:</u></p> <ul style="list-style-type: none"> • <u>15 per cent of all dwellings, across a range of dwelling sizes, meet Gold Level requirements as defined</u>

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				<p>in the <i>Liveable Housing Design Guidelines</i> (Liveable Housing Australia); or</p> <ul style="list-style-type: none"> 8 per cent of dwellings are designed to Platinum Level as defined in the <i>Liveable Housing Design Guidelines</i> (Liveable Housing Australia). <p>Or</p> <p>A dwelling type identified as a priority by the local government, such as aged and dependent dwellings, one-bedroom apartments, key-worker dwellings or other innovative housing models with evidence that the dwelling type is needed and supported.</p>
37.	Will the community centre then be upgraded? And will the Leederville sports ground be upgraded?	7	<p>An upgrade to the community centre is not in the scope of the plan however as per Part 2, Clause 5.4.5 of the draft LPSP relocation of civic uses such as the library is to be a key consideration of development at the Frame Court car park.</p> <p>It is proposed that Leederville Oval be permeable and legible. The land use provisions of the draft LPSP allow a variety of uses in the education and civic precinct, this will allow various active uses of the space. The City will progress a detailed plan for Leederville Oval following the finalisation of the LPSP and Place Plan.</p>	No modification

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38.	Higher density the better, including Oxford Street.	1	It is clear in the preparation of the draft, initial consultation and formal consultation that the human scale of Oxford Street, south of Vincent Street, adds to the distinct character of Leederville.	No modification.
39.	Aspects I support include: Sensitive design (in principle though, "height and density that is sensitive to human scale" will not be achieved with the current version of the Plan). Also "Achieve a critical mass of residents, visitors and workers to support new retail and community offerings" sounds good in principle, but how many people is sufficient for this purpose? Furthermore, many customers for local businesses travel into Leederville from surrounding areas, and they are attracted to the feel of the place (sense of community, heritage buildings, public spaces) - we will lose these things if we make it too easy for developers to make high-rise buildings a predominant feature. In general, my primary concern is that the new maximum building heights in this plan are too high across the board.	10	<p>Sensitive Design is to be delivered through the City's Design Review Panel. New buildings and height are not proposed as a predominant feature as the low height limit proposed on Oxford Street paired with the transition heights will retain the human scale. Further to this, all Heritage listed buildings are to be retained.</p> <p>Due to the low number of dwellings in Leederville and the opportunity for an increase in dwellings per hectare there is opportunity over the long term (10+ years) to increase dwellings per hectare from 34 to an estimated 60 dwellings per hectare. This will support the existing businesses whilst the draft LPSP also allows for an increase in commercial spaces for new businesses, in close proximity to the town centre and public transport.</p>	No modification.
40.	<p>Support increasing density in existing developed area, but not encroaching into the suburban areas. One of Vincent's biggest/most unique drawcards is the vibrant centres adjacent to the suburban areas. It is nice not having to walk past miles of street level nail salons just to get to the town centre.</p> <p>Any increase in density of development should have a focus on maintaining a variety of zones uses - mixing land use.</p> <p>Any apartments should have a significant portion of 3-5+ bedrooms to actually allow families to consider living in the centre area; otherwise you're attracting only singles/couples to inner-residential who will look to leave the area after a couple of years.</p>	14	<p>The approach to the draft LPSP has been to provide a variety of housing and maintain the housing, character and density of the established suburban areas in the Suburban Sub-Precinct of the draft LPSP.</p> <p>The draft LPSP does not limit land uses and allows variety.</p> <p>As per Part 1, Clause 5.1.7 dwellings are required to be varied in sites which propose development of greater than 30 dwellings ensuring a mix of studio, one bedroom, two</p>	No modification.

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			bedroom and three bedroom dwellings in high density development.	
41.	<p>Reconsider the current approach to land uses on Oxford Street and other major streets. Rather than taking a somewhat dated definition of 'active' land uses being shops and cafes. As you can see even before Covid-19, shops are not 'active' as there are so few customers.</p> <p>Think about what land uses bring people to the area, in particular consulting rooms, doctors, physios, nail salons, dentists, accountants etc and the like have lots of clients coming and going all day, this is true 'activation' and brings people and customers to the area as well as providing for local community needs. Only allowing them on upper floors does not support heritage retention and universal access, and is often not attractive to businesses as there is insufficient exposure. Given that main street retail as we knew it is largely over, a strip of dining and entertainment all the way up Oxford and Newcastle Street will only be viable by many people from outside the area driving to area (not consistent with your vision), rather than a land use framework that encourages a traditional mix of village services and needs that services the local community.</p>	8	To provide for a changing market the draft LPSP does not limit land uses and allows variety.	No modification.
42.	<p>Leederville is one of the most accessible, integrated and vibrant locations in Perth in which to reside. The range of amenities within the LPSP, as well as the proximity to public transport, allows for a sustainable and self-sufficient way of living.</p> <p>This proposed height limit for both Urban Frame Type A and B is not considered to be adequate insofar as maximising residential density within an 800 metre catchment area of the Leederville Train Station. It should be carefully noted that not all sites in the LPSP will be developed in a uniform and perfectly distributed manner. It is likely a number of properties, particularly those with recently constructed buildings, will remain in their current form for the foreseeable future. With this in mind, it is imperative that the height limits in the LPSP still facilitate dwelling targets to be met as outlined in draft SPP 4.2, even in a conservative forecasting scenario where there is only limited to moderate uptake of redevelopment opportunities.</p>	15	<p>Noted and agreed.</p> <p>The difference in height is noted, to provide suitable transition height within 800m of the train station increased height is considered suitable.</p>	<p>No modification.</p> <p>Modify Part 1, Plan 2 as follows:</p> <ul style="list-style-type: none"> Urban Frame Type A (max-8 Acceptable 10, potential-10 <u>Maximum 14</u>); Urban Frame Type B (max-8 Acceptable 6, potential-10 <u>Maximum 10</u>). <p>Modify Part 1, Clause 5.4.3 as follows:</p> <ul style="list-style-type: none"> 'Urban Frame Type A: <u>Maximum Acceptable</u>

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	<p>Leederville is an inner city location positioned within 3kms of the Perth CBD and highly accessible public transport options. The state government has consistently reiterated that density targets should be exceeded in activity centres. To this end, the density targets in Leederville should be exceeded to a far greater extent than that of a fringe Secondary Centre, such as Pinjarra.</p> <p>It is suggested that the height limit for Urban Frame Type A and B is increased to a maximum of 10 storeys with potential to increase to 15 storeys subject to meeting certain criteria. The reasons for this are as follows:</p> <p>The proposed transition from Cityscape to Urban Frame would result in an abrupt and incongruous urban fabric. As an example, the corner lot of No. 604 Newcastle Street is designated as forming part of the Cityscape Sub-Precinct, allowing for building height between 18 to (potentially) 23 storeys. Directly to the north of this site are a number of small, fragmented lots on Bold Court that currently contain modern and contemporary single houses. These lots, as well as surrounding properties to the north and west, are indicated to fall within the Urban Frame Sub-Precinct. This would result in a sudden and dramatic drop in building height. From an urban design perspective, this would be a poor outcome. It is therefore considered more appropriate to increase the height of the Urban Frame Sub-Precinct to modulate the building heights as they change from the Cityscape Sub-Precinct. Amendment would create a more gradual and appropriate transition in built form across the LPSP.</p>		<p>Noted and agreed.</p> <p>As above.</p> <p>To avoid a large change in height between the Village sub-precinct and surrounding sub precinct a transitional setback area is provided.</p>	<p>height 8 10 storeys (30m 36.5m). Potential Maximum additional height up to 10 14 (36.5m 50.5m) storeys in accordance with Clause 6.1.</p> <ul style="list-style-type: none"> • <u>Urban Frame Type B: Acceptable 6 storeys (22.5m). Maximum 10 storeys (36.5m) storeys in accordance with Clause 6.1.</u> <p>No modification.</p> <p>As above.</p> <p>Modify Part 1, Clause 5.2 as follows: Delete 'Transition Area Setback'.</p> <p>Modify Part 1, Plan 2 to include Transitional Height surrounding the entire Village sub-precinct.</p>

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	<p>It is considered that the northern side of Carr Place should not be limited to 8 storeys, given that the location of the road to the south will assist in mitigating adverse amenity impacts. The road would essentially serve as a buffer to properties to the south and, principally, would reduce the extent of overshadowing that would occur onto properties in a southerly direction.</p> <p>There should be provision within the LPSP to allow for increases in building height where amalgamation occurs to a prescribed minimum lot size. This incentive would encourage fragmented owners of lots to amalgamate together in order to create lot sizes that are conducive for comprehensive redevelopment. The benefit of this amalgamation process is that sufficient lot boundary setbacks and visual privacy distances could be reasonably incorporated into future developments. Most of the parent lot sizes on Carr Place range from 500sqm to 700sqm, although there is a degree of variability. It is suggested that one of the prerequisites to enable consideration at a bonus building height (ie. 15 storeys within the Urban Frame Sub-Precinct) is a minimum land area of 1,500sqm. This would, generally speaking, require 3 or more lots (on Carr Place) to amalgamate together, in turn improving ventilation, sunlight access and landscaping opportunities for future developments.</p> <p>The current additional bonus height of 2 storeys (from 8 to 10) is not considered to be a sufficient incentive to encourage prospective developers to implement the listed community benefits. There needs to be a careful balance between ensuring that a number of the community benefits will be provided by developers, while also establishing a commensurate building height incentive for developers to actually seek approval for the bonus height. At present, an additional 2 storeys for the Urban Frame Sub-Precincts is unlikely to result in a substantial number of developers seeking approval for bonus height through provision of community benefits. A bonus height of 5 storeys, however, is likely to be a more adequate increase to improve the feasibility of proposing community benefits.</p>		<p>The existing nature of Carr Place is residential, maintaining the height proposed in this location will provide a suitable transition to higher density.</p> <p>It is suitable to encourage amalgamation in redevelopment to increase the efficiency of sites and redevelopment potential.</p> <p>To achieve community benefit development incentives need to be suitable so they are pursued. To achieve the community benefit is proposed that the range between acceptable height and maximum height be reviewed to provide suitable incentive.</p>	<p>No modification.</p> <p>Modify Part 1, Clause 6.1 Additional Criteria 11 as follows: <u>'Development sites, resulting from amalgamation, greater than 2000m².'</u></p> <p>Modify Part 1, Plan 2 and Clause 5 to change:</p> <ul style="list-style-type: none"> the 'maximum height' to 'Acceptable Height' and 'potential height' to 'Maximum Height'; 'Urban Frame Type B: <u>Acceptable 6 storeys (22.5m). Maximum 10 storeys (36.5m) storeys in accordance with Clause 6.1.'</u> 'Urban Frame Type C: <u>Maximum Acceptable height 4 3 storeys (46m 12m). Potential Maximum additional height up to 5 (20m 19m) storeys in</u>

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	<p>While the listed criteria to meet the bonus height are predominantly focused on community benefits, it is recommended that this list of criteria is increased to include a range of other factors, including locational and design based requirements. In regards to design, it is suggested that a requirement of 'design excellence' is included as part of meeting the necessary number of 'points' to trigger consideration at a bonus height. Design excellence would be as determined by the State Design Review Panel ('SDRP') and would follow a rigorous review process, with the objective of exceptional design outcomes throughout the LPSP.</p>		<p>Design excellence is not considered an suitable approach to assessing the appropriateness of additional height as design is subjective. Meeting the ten principles of design through a review process with the Local or State Design Review Panel is required by the draft LPSP.</p>	<p>accordance with Clause 6.1'</p> <ul style="list-style-type: none"> • Education and Civic Precinct Acceptable Height 6 storeys, Maximum Height 10. <p>No Modification.</p>
43.	<p>The DC/B provisions need a review as per our discussion above. Specifically, there should be significant bonuses for very significant contributions, not just extra storeys for ticking a few boxes.</p>	18	As per 42 above.	As per 42 above.
44.	<p>The current transitional height that is proposed between the Cityscape Sub-Precinct and Urban Frame A Sub-Precinct is deemed too great to effectively balance height and scale of future towers. Currently, between the Cityscape Sub-Precinct and the Urban Frame Sub-Precinct a height difference of 13 storeys is proposed, assuming the 'potential height' is achieved.</p> <p>This height difference has the potential to overscale and dominant smaller developments.</p> <p>Whilst there is no objection to the height of the Cityscape Sub-Precinct, the transitional sites should have a greater base height and potential height allowance to further incentivise developers to deliver community benefits and public infrastructure improvements that will increase the quality of the Precinct.</p> <p>There needs to be further context provided to the 23-storey height limit to balance the transition to the Village Precinct but importantly, consider the height interface which is being created to the Cityscape Sub-Precinct.</p> <p>It is also noted, those sites which have a significant site area and are held in one sole ownership should be viewed as a strategic opportunity to maximise</p>	16	As per 42 above.	As per 42 above.

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	<p>capacity to deliver density but also have the opportunity to provide significant community benefits to the Precinct and be rewarded accordingly. In considering the broader surrounds of the Urban Frame Sub-Precinct, there are a number of sites that are narrow, have limited area, and have complex and sensitive interface issues that will ultimately restrict the redevelopment potential of the precinct to deliver 35 dwellings per hectare. Intern, this will affect these sites ability to provide the community infrastructure improvements to assist in supporting density and population growth within the Town Centre. This is critical as outlined within the Place Plan, Leederville currently has the lowest population (people per hectare) and dwelling unit (units per hectare) density within the City.</p> <p>In this regard, greater consideration must be given to the heights within the Urban Frame, with a particular focus on transitioning building height, land area, strategic location, providing greater context to the Cityscape Sub-Precinct and finally the ability to provide substantial density and deliver community benefits that can be embedded within redevelopment. It's also important to recognise, the City has one opportunity to shape the next 50 years of the Leederville Precinct. Once redevelopment and further land fragmentation occurs, the opportunity to densify the Precinct becomes significantly harder. Therefore, the developments that occur under this Precinct Plan and importantly the public infrastructure they contribute to, is vital to the success of the Leederville Town Centre.</p>			
45.	<p>The bonus point system is generally supported. It is considered that this is an effective way of promoting and incentivising developers to incorporate public infrastructure and placing community outcomes at the forefront of approaching a redevelopment. However, it is felt there is a missed opportunity by the City to push developers to incorporate further infrastructure into their respective development based on the current point system.</p> <p>The bonus system is currently too constrained. Whilst the bonuses outlined within clause 6.1 all have merit, there should also be an opportunity for developers to investigate other community benefit opportunities through the preparation of a 'Community Needs Analysis'. This is particularly important given that over the lifecycle of the redevelopment of the Town Centre, the community benefits that are considered to be required currently, may change based on the needs of the community. Furthermore, if multiple developments are all providing the same benefits, there is a potential to be an oversupply which could be detrimental to the overall development of the Precinct. The</p>	16	The ability for proponents to put forward Community Needs Assessment exists in Clause 6.1 Additional Criteria 9. A list of community needs and preferences will be created in collaboration with the Town Team to understand the needs as the community changes. This would be used in conjunction to any Community Needs Assessments provided by applicants, the Place Plan and Design Review to assess proposal of community benefit.	No modification.

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	<p>developer should have the flexibility and be encouraged to explore at the point of preparing a redevelopment, what community needs exist and how this can be incorporated within the redevelopment in addition to the mandatory criteria. The 'Community Needs Analysis' should be assessed as part of the Design Review process and linked to the development application process.</p> <p>It is also currently not clear why the City would restrict the points to a score of 50 out of a potential of 120. There are sites such as No.661 that have the area, capacity, and willingness to look to incorporate the majority of the bonuses into their prospective development, however there is no benefit provided for the developer to do so. This is a significant loss of opportunity, as there is no encouragement under the Precinct Plan to promote developments and architectural outcomes that look to provide community focused projects with the ability of offsetting this benefit with additional height allowances where certain criteria have been met.</p> <p>The Urban Frame A Sub-Precinct is proposed with a base height of 8 storeys. Comparatively the Cityscape Sub-Precinct has a base height of 18 storeys. This difference in building height between the two sub-precincts is substantial and will result in a poor transitional outcome. Promoting sites which can deliver substantial density should be encouraged particularly where lots are surrounded by larger scale development and therefore the interface will be more appropriate and have the broader context to the building height.</p> <p>Sites in the surrounding Urban Frame Sub-Precinct will have complications given their dimensions, area, and sensitive interfaces to existing dwellings to deliver density in accordance with the Draft Precinct Plan. Many of these sites will need to amalgamate to be able to deliver well-designed apartments, however the envisioned height of 8-10 storeys will require multiple land acquisitions to deliver a development of this scale and intensity intended under the Draft Precinct Plan. Whilst not unachievable, this is a timely and costly process, and furthermore there is nothing to require developers to construct a development that delivers the type of density required for a secondary centre.</p> <p>In this regard, there needs to be a greater consideration to these sites which are within the immediate catchment of the Leederville Train Station and directly interface with the Cityscape Sub-Precinct. These sites be put into either a</p>		<p>As per 42 above, the proposed modification would allow for a transition between the Cityscape, Urban Frame Type A and Village sub-precincts.</p>	<p>As per 42 above.</p>

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	<p>Cityscape Sub-Precinct B or alternative 'Transitional' Urban Frame Sub-Precinct. This additional Sub-Precinct should recognise the development potential of these sites and as well as their uniqueness given their surrounds, location, and immediate development potential in comparison to the wider Urban Frame Sub-Precinct. This 'Transitional' Sub-Precinct is intended to provide an appropriate median height which balances with the Urban Frame to the north, Cityscape to the south and east as well as the Village Sub-Precinct further west.</p> <p>We would consider a base height of 12 storeys to be appropriate to provide a more evenly distributed transition. It is also considered at 12 storeys this would be viewed as the middle ground between the Village Sub-Precinct (2 storeys), Urban Frame Sub-Precinct (8 storeys), <i>Transitional Sub-Precinct (12 storeys)</i> and the Cityscape Sub-Precinct (18 storeys). Providing a more even 'step' in building height would be beneficial to the streetscape outcome and help balance the development intensity of the Cityscape Sub-Precinct. It is also critical the building height transition between the Sub-Precincts is appropriate given there are no plot ratio controls, therefore an emphasis on achieving the appropriate height balance is critical to the development outcomes within the precinct.</p>		<p>As per 42 above, the Acceptable Height of the Urban Frame Type A has been recommended to be modified to 10 storeys.</p>	<p>As per 42 above.</p>
46.	<p>There is no objection to the requirement of undertaking a traffic analysis or enhancements to pedestrian/cycle movement, however the provision should contain some further clarity as to what 'enhancements' are required. Whether this relates to public infrastructure such as end-of- trip facilities, pedestrian canopies over footpaths or high-quality streetscape lighting to outline some potential enhancements, the Precinct Plan should provide some specifics as to what the City's expectations are with respect to this criteria.</p> <p>Similar to the above, further detail needs to be given to provide some clarity as to the extent and definition of adverse impact and whether this relates to existing development only, or if this will also apply to future apartment towers. If it is the intent that this provision will relate to all properties and development types, there needs to be a greater level of refinement to this criteria given it is unavoidable typically, to not have some solar access impacts given the heights of the buildings, at certain times of the year. The reference to 'any adverse impacts' is too presumptive to be applied broadly across a Precinct with such a range of site sizes and varying development types. This provision also could</p>	16	<p>The mandatory criteria is clear that transport analysis is needed for additional vehicle movements. The analysis should also include analysis and recommendation for enhanced pedestrian and cycle movement within and to the development.</p> <p>As this is a mandatory criteria, new development should be designed in a way to mitigate the loss of solar access for adjoining sites. The City applies the R Codes Volume 2 Element Objectives relating to Orientation to guide assessment of this criteria.</p>	<p>Modify Part 1, Clause 6.1, Mandatory Criteria 1, as follows: 'The analysis also includes enhancement of pedestrian and cycle movement <u>within and to the development</u>'.</p> <p>No modification.</p>

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	<p>be used unfairly to impede development and bonus height based on the current wording of the provision. If the provision is intended to apply to all developments, a measurable should be provided as to what the tolerance point is when a development is proposed. Alternatively, references to the element objectives (3.2 – Orientation) of State Planning Policy 7.3: Residential Design Codes, Volume 2 – Apartments (SPP 7.3) could also be a method of providing an assessment criteria to support any proposed development and address Mandatory Criteria (3).</p> <p>The criteria to provide an alternative dwelling type is supported. However, the City should look to impose a percentage or target that the developer should aim to achieve. This provides certainty to both the City and the developer as to what aspect of the development needs to accommodate an alternative form of housing.</p>		<p>Further clarity is needed for the provision to deliver suitable outcomes. Reference to the Liveable Housing Design Guidelines (Liveable Housing Australia) has been included. Providing options to allow an aging population or people with disability to live in the area is needed.</p>	<p>Modify Part 1, Clause 6.1, Additional Criteria 8, as follows: 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 <u>universal access dwellings as follows:</u></p> <ul style="list-style-type: none"> • <u>15 per cent of all dwellings, across a range of dwelling sizes, meet Gold Level requirements as defined in the <i>Liveable Housing Design Guidelines</i> (Liveable Housing Australia); or</u> • <u>8 per cent of dwellings are designed to Platinum Level as defined in the <i>Liveable Housing Design Guidelines</i> (Liveable Housing Australia).</u>

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	<p>Supportive of the bonus height provisions, however we considered there to be a greater opportunity to promote improved community benefit outcomes, whilst reward the developer. Our recommendation is to have a two-tiered approach to community benefits. Retain the 50point bonus point system as tier-two to achieve a bonus of two storeys, however, also allow for additional development bonus up to 4 storeys where a minimum of 100 points is achieved.</p> <p>This two-tier point system is most appropriate to the current Urban Frame A Sub-Precinct due to the fact it holds a diversity of land types and tenures. Therefore, only sites that are capable of delivering substantial and high-quality development products will be capable of achieving 100 points. This is an important consideration given this bonus will in-directly only benefit larger land parcels which can offset the community infrastructure investment through the dwelling yield. Given the Cityscape Sub-Precinct is already highlighted to accommodate larger developments, with greater height incentives, this two-tier bonus should only relate to the existing Urban Frame A Sub-Precinct. In doing so, sites located on the periphery of where the density has been concentrated will need to have clear benefits to achieve the full extent of bonuses achievable. This will allow sites that have the willingness and capacity to provide extensive</p>		<p>As the acceptable height and maximum heights are recommended to be altered it is suitable to provide a range of additional height.</p> <p>The additional bonus recommendation is to apply to all sub-precincts. The building heights have been modified to reflect the change to the development incentives section.</p>	<p>Or <u>A dwelling type identified as a priority by the local government, such as aged and dependent dwellings, one-bedroom apartments, key-worker dwellings or other innovative housing models with evidence that the dwelling type is needed and supported.</u></p> <p>Modify Part 1, Clause 6.1(b) as follows: The proposal is assessed against the Additional Criteria, listed below, and must achieve 50 points to <u>be considered for 2 additional storeys above the acceptable height; or 100 points to be considered for the maximum height listed in Part 1, Clause 5.</u></p> <p>No additional modification.</p>

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	<p>community benefit's the incentive to do so and aim to achieve a much higher standard of development in certain circumstances. This would result in the following building heights:</p> <p>Cityscape Sub-Precinct 18 - 23 Storeys Storeys</p> <p>Transitional Sub-Precinct 12 - 16 Storeys maximum</p> <p>Urban Frame A Sub-Precinct 8 Storeys - 12 Storeys</p> <p>Urban Frame B Sub-Precinct 8 - 10 Storeys</p> <p>Village Sub-Precinct 2 Storeys - 3 Storeys</p>			
47.	<p>Development Incentives for Community Benefit:</p> <p>With consideration to the above, there is an opportunity to further expand the available community bonuses. As mentioned, we consider that the City should provide flexibility to allow developers to undertake their own Community Needs Analysis to feed into any subsequent redevelopment at that period in time and be able to nominate a range of community infrastructure they deem required based on their analysis. If it decided that a developer selects this pathway, the Needs Analysis should be supported as part of the Design Review Process to demonstrate the community infrastructure contribution proposed.</p> <p>In addition to the Community Needs Analysis a range of other additional criteria has been highlighted below which should be explored to be incorporated into the existing incentives under clause 6.1.</p> <p>Consider the following changes to the additional criteria:</p> <p>Preparation of a Community Needs Analysis to assess the public infrastructure and outline potential gaps. The Needs Analysis must clearly outline how the proposed development is meeting the needs of the community and what infrastructure is required to improve Leederville as a Town Centre.</p>	16	As above, in 45.	No modification.

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	<p>The Needs Analysis must be prepared and supported during the Design Review Panel process. = 100 points.</p> <p>Development achieves 'Design Excellence' from the City's Design Review Panel process. In order to achieve this, the design must achieve an all 'green' assessment against the 10 Principles of State Planning Policy 7.0. = 40 points.</p> <p>Development incorporates a minimum of 3 alternative land uses (not including residential). = 10 points.</p> <p>Provision of long-term public car parking is provided on-site subject to the agreement with the Local Government. = 40 points.</p> <p>Delivery of a minimum of 50 serviced apartments rooms to contribute to the activation of Leederville. = 20 points.</p> <p>Development provides commercial facilities which are demonstrated to be required to service the current and future demands of the community. This may include; childcare, seniors centre, art spaces, shared meeting room spaces and youth activity spaces. = 20 points.</p> <p>The provision of a 4m laneway as identified on the structure plan, is supported by ground floor active land uses. = 20 points.</p>		<p>Design excellence is not considered an suitable approach to assessing the appropriateness of additional height as design is subjective. Meeting the ten principles of design through a review process with the Local or State Design Review Panel is required by the draft LPSP.</p> <p>Delivery of uses other than residential should be determined by the market but not required. This may be suitable in the centre however it is not suitable in all locations.</p> <p>Additional criteria 12 and 13 includes provision of pedestrian laneway or vehicle laneways however this does not mention active land uses.</p>	<p>No modification.</p> <p>No modification.</p> <p>Modify Part 1, Clause 6.1 with the following new Additional Criteria 12 as follows: <u>'Providing a new road at a minimum width of 6 metres. The provision of a new road is to be supported by active ground floor uses. Additional Criteria 12 is only available to the lots between Carr Place and Newcastle Street in the Urban Frame and</u></p>

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				<p><u>Cityscape sub-precincts. The connection must provide vehicle access between Carr Place and/or Bold Court to Newcastle Street.'</u></p> <p>Modify Part 1, Clause 6.1 to include an additional criteria 13 as follows:</p> <p><u>'Providing a new pedestrian laneway at a minimum width of 4 metres. The provision of a pedestrian laneways is to be supported by active ground floor uses. Additional Criteria 13 is only available to the lots:</u></p> <ul style="list-style-type: none"> • <u>Between Vincent Street and Carr Place. The connection must provide pedestrian access from Vincent Street to Carr Place;</u> • <u>Between Newcastle Street and the Infrastructure Corridor (east-west pedestrian connection). The connection must provide pedestrian access from Newcastle Street to the Infrastructure Corridor (east-west pedestrian connection);</u>

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				<ul style="list-style-type: none"> • <u>Between Oxford Street and the Infrastructure Corridor (east-west pedestrian connection). The connection must provide pedestrian access from Oxford Street to the Infrastructure Corridor (east-west pedestrian connection); and</u> • <u>Shown with a Proposed Pedestrian Link on Plan 2.</u>
48.	I support many aspects of the plan, including increased density in proximity to the train station	22	Noted, heights within 800m of the station are recommended to be increased to provide transitional height and allow more people to live in close proximity to public transport and the town centre.	As per recommendation number 42 above.
49.	There should be an ability to activate underused spaces such as the avenue car park. Uses should be able to be supported in the area to activate the space.	23	The land uses within the draft LPSP do not restrict any use. Activation of this area will be available for a variety of uses. This area will be activated as a pedestrian walkway in the medium term of the draft LPSP.	No modification.
50.	We are in strong support of the adoption of the Urban Frame and proposed Cityscape areas with height limits of up to 18 storeys.	24	Noted.	No modification.
51.	<p>The development requirements for Landmark sites are not outlined in the Precinct Plan.</p> <p>5.3.2 Podium</p> <ul style="list-style-type: none"> • The requirement for 3m side setbacks may result in disjointed streetscapes, with a continuous/connected built form preferred. • Given the R-AC1 zoning permits 4 storey boundary walls, it would seem appropriate that the same should be permitted within R-AC0. 	25	<p>The considerations for key landmark sites are outlined in Part 2.</p> <p>Due to the overall heights and access to amenity, suitable setbacks are considered necessary.</p>	<p>No modification.</p> <p>No modification.</p>

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52.	The building height restrictions are too high.	4	The draft LPSP proposes a variety of heights to ensure the established residential areas can remain whilst balancing this with providing height in suitable locations to support the sustained success of the town centre.	No modification.
53.	I really like how you want to keep the 'grunge' feel in Leederville and the mixed uses required to maintain the vibe, we don't want it to become sanitised like parts of the western suburbs.	5	Noted.	No modification.
54.	The objectives are generally good, but should also include Community outcomes such 'provide and plan for an equitable and inviting community' and Sustainable development outcomes. Under Sensitive Design you should also include 'sustainable building and place design, construction and operation' to ensure that your sustainability policy is expressly prioritised in the area.	8	Agreed.	Modify Part 1, Clause 2.1 to include: Enhanced Environment, 'Sustainable development outcomes' Connected Community, 'Provide and plan for an equitable and inviting community' Sensitive Design, 'Sustainable building and place design, construction and operation'.
55.	Traditional shop front designs aligned with the City's Built Form Policy completely agree with, but the two story limit (Oxford St) shouldn't necessarily be compulsory.	1	To maintain a human scale the height limits have been limited in the Village sub-precinct.	No modification.
56.	Maintain character - there are lots of empty shops where the landlords are not pro-active in getting tenants, restricting them to 2 storeys may limit the feasibility to develop, three storeys might be better and encourage them to develop	5	As per comment 4 above. Further to this the maximum height on Oxford Street is 3 storeys in the draft advertised LPSP.	No modification.
57.	The proposed height limits in the Cityscape area are too high and will not complement the character of Leederville. Multiple new high-rise buildings in this area will make Leederville feel like the city and lose its village and grungy vibe.	6	The balance between the Village sub precinct and Cityscape allows the human scale and character to be retained whilst ensuring it is has sustained success as a centre. The design of new buildings will be subject to DRP and a review of the context to propose development which sensitively fits in to the location.	No modification.
58.	With regard to "Maintaining Character" I do not have a problem with "maintaining a height limit of two storeys" for Oxford Street but I do not support	10	As per 42 above.	Modification as per 42 above.

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	<p>"Development framing this area will provide a transition to higher density" because I don't believe it will do so very well at all. Instead, the proposed transition will be rather severe I think, since buildings up to 10 storeys high may conceivably be built in Urban Frame Type A zone, which is adjacent to Village zone, where buildings are limited to a potential of 3 storeys. This is not really much of a transition to me.</p> <p>Furthermore, I appreciate that there is provision for increasing setback with building height in the plan, but that still will not prevent very tall buildings (i.e. "towers") shading out or blocking the view of some residential dwellings if these proposed building heights become part of the plan. That would severely compromise quality of life for some residents.</p>		<p>The location for the highest density sub-precinct, the Cityscape, was not only suited due to the proximity to the train station it was also most suitable as it is the southernmost location in the draft LPSP. Due to the location the most severe shadow cast at the 21 July would be on the freeway.</p>	<p>No modification.</p>
59.	<p>Heights - 18 -23 storeys is too high; should be capped at 8 storeys with the ability to go to 12 if the right design features</p>	5	<p>The draft LPSP proposes a variety of heights to ensure the established residential areas can remain whilst balancing this with providing height in suitable locations to support the sustained success of the town centre.</p>	<p>No modification.</p>
60.	<p>I do not support "Do you support the proposed Development Incentives for Community Benefits of the LPSP?" because that clause provides developers with the opportunity to build higher than the maximum height proposed for an area. Maximum height limits should be more clear-cut than that. If so, this will reduce the burden on the City of Vincent Planning Department I would think because developers would not be tempted to submit proposals for buildings higher than what is permitted. It also invites greater scope for potential conflict to take place where there is ambiguity - I think a more sensible option is to make it simpler and just set maximum height limits at what they should be.</p> <p>My objections to the other clauses in this section are to do with building maximum height limits - they are too high in the Cityscape, Urban Frame Type A, Urban Frame Type B, and the Education & Civic zones. I understand why the City needs to plan for a higher density and I support this but it can be done in a better way. For instance, please refer to this article published in the Guardian by an architect who has expertise in these matters: https://www.theguardian.com/lifeandstyle/2014/apr/16/cities-need-goldilocks-housing-density-not-too-high-low-just-right The author points out that tall apartment buildings are not only inefficient, in terms of accommodating higher density dwellings, but also negatively impact upon the sense of community to a</p>	10	<p>Acknowledged a maximum building height will be set. Bonus heights removed and maximum instated to ensure there is no ambiguity as to the maximum height for community and landowners.</p> <p>The Building Codes of Australia require lifts to be provided in buildings taller than three storeys.</p> <p>The City's Local Planning Scheme No. 2 increased zoning of Town Centres and major transport corridors to accommodate a growing population. To balance this and provide a variety of housing and maintain the character of the City's existing established</p>	<p>As per modification 42 above.</p> <p>No modification.</p>

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	<p>place. For instance, towers are designed to have a large ground floor lobby, central elevators and stairs, and very large spacious apartments in the higher levels, which typically only very wealthy people can afford. These people, being so distant from the streets will then be somewhat disconnected from the community as well. What seems to result in the best outcomes, in terms of accommodating higher density populations and liveability, is to have shorter buildings, which are typically 5-6 stories maximum, where the tenants can still access their accommodation using stairs, and stairs can even be a feature on the outside of the premises, affording for much greater density accommodation per square metre. This is not new - some of the most pleasant, heavily populated travel destinations such as Amsterdam and Paris demonstrate this, where the majority of residential dwellings are only 5-6 stories high maximum. Accordingly (and supported by evidence), I think setting a much less ambitious maximum height limits of 5 or 6 storeys for Urban Frame Type A, Urban Frame Type B, and the Education & Civic zones will achieve population density objectives whilst going some way to future-proofing Leederville's sense of community, which is one of its greatest assets.</p>		<p>suburbs the coding of the residential areas remains low. As identified in the Local Planning Strategy and Local Planning Scheme (& SPP4.2) Leederville is noted as an appropriate place for density as it has quality transport connections, regional amenity's and is in close proximity to the City.</p>	
61.	<p>In Part 2 of the Plan (p81) it states that, of any new development within the Urban Frame Type A zone, "requires a high degree of sensitivity to ensure they do not have a detrimental impact to the character of the village," with which it abuts. I think that statement is at odds with maximum permitted building height proposed at 8 storeys, with possibility to approve 10. I live in Urban Frame Type A zone and I would not want a building that tall next to where we live - it would eclipse the sun from one side of our building, and we are on the third storey of our building. I can't imagine how much worse a building of that size might be if located next to residents in the Village zone. This is just one example of where I think the building heights are set too high in general, and I'm not sure why this is the case. From what I've read it certainly doesn't need to be so. Why jeopardise residents' quality of life and sense of community this way, when it is possible to meet future population density objectives (perhaps even more efficiently) with less ambitious building height limits, such as 5-6 storeys maximum?</p> <p>This general comment notwithstanding, I do applaud many other aspects of the plan, including landscaping, increasing tree canopy, public spaces, favouring pedestrian traffic over cars, and planning for increased density around transport routes (TOD). There is a lot of really good stuff in there - just need to hold back on increasing those maximum building heights limits and to make them more clear-cut.</p>	10	<p>The draft LPSP has limited height in the village precinct and included a transition setback on all of the boundaries of the sub-precinct to allow a human scale and village character to remain.</p> <p>To provide amenity and density in an efficient way development needs suitable height allowance. Shorter buildings to all boundaries does not provide suitable amenity in this way. Provisions of the R Codes Volume 2 relating to building orientation and solar access will remain and apply. The element objective seeks to minimise overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.</p> <p>The reason for increased density in this location is based on the States Planning Framework, outlining this location as a secondary centre and a suitable location for increased density due to its access to local</p>	No modification.

05 SENSITIVE DESIGN				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
			<p>amenities, public transport and proximity to the City. The local framework also seeks to provide density in suitable location being in Town Centres and Activity Corridors. These items were considered in the preparation of the draft LPSP resulting in density proposed in the southernmost location of the precinct. Providing density in this suitable location will go some way in reducing the north and south sprawl of the metropolitan area and allow more people to live and age in a high quality precinct.</p> <p>The comments are noted in relation to support for the other aspects of the plan. In terms of clarity over the building heights, bonus height has been removed and replaced with maximum building height.</p>	As per 42 above.
62.	<p>The main draw card of Leederville (and all of Vincent's town centres) is the street level connection from the suburban areas to the town centres. Don't lose this by building a high density barrier around the town centre. Significant focus on removing/slowing traffic and increasing cyclist and pedestrian amenity will be needed - in terms of walkways, landscaping, and street level variety in development types.</p> <p>Ultimately, this will lead to pedestrianisation of Oxford St between Vincent St and Leederville Parade, and I wonder whether it's not better just to bite that bullet now and set up the town centre to support the development that this plan is meant to enable.</p>	14	<p>The draft LPSP proposes to maintain the low density nature of the established residential areas in the northern portion of the precinct this will maintain a connection to these areas whilst allowing density in close proximity to the town centre to ensure its sustained success.</p> <p>To increase the movement throughout the centre the approach is to encourage the movement of vehicles on the periphery of the centre to allow all other modes the ability to move through the centre.</p> <p>It is proposed that the Town Centre be a place for pedestrians and cyclists to easily move to and through. The proposed density around the town centre will support this intent and its sustained success.</p>	No modification.

05 SENSITIVE DESIGN				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
63.	<p>A number of properties located within the LPSP have significant heritage value that add to the character and diversity of the precinct. However, there is no formal protection for a number of character properties contained in the LPSP, noting the City of Vincent's heritage list does not contain a high number of properties in the LPSP.</p> <p>On Carr Place, there are a number of federation cottages that have been well maintained and are in good condition. These houses make a significant contribution to the character of the streetscape and should be protected where possible.</p> <p>One way of protecting heritage properties in the LPSP is through the establishment of Transferable Development Rights (TDR). In effect, a landowner of a property of high heritage significance could enter into a formal agreement with an adjoining landowner to transfer some of their development potential. It is suggested that this transfer of development potential would be limited to a maximum of 5 storeys in building height, and an appropriate legal instrument would be placed on the certificate of title of the heritage property to formally confirm this transfer. The heritage property would need to be assessed by a qualified heritage architect to determine whether it is appropriate for consideration of a TDR agreement.</p> <p>In the event a site is deemed of heritage significance and worthy of protection for the streetscape, the landowner of the heritage property would receive payment from the adjoining landowner for the TDR. This payment would be privately negotiated between the parties involved, and once the TDR is confirmed on the certificate of title, it would additionally be recorded on a TDR list maintained by the City of Vincent. The landowner of the heritage site would be prevented from redeveloping their property with the restriction on the certificate of title, and a specified portion of the compensation received from the TDR agreement would have to be spent on conservation works on the building as determined by the nominated heritage architect.</p> <p>Once the transfer of the development rights is confirmed to an adjoining landowner, this additional development potential could be incorporated into a future development application and would remain an entitlement for the new landowner in perpetuity.</p>	15	<p>This may result in a variety of heights and as there is no clear pathway for the negotiation of compensation, it is not perceived to be transparent.</p> <p>Where a property is on the Local or State Heritage List clear parameters are set for adjoining development.</p> <p>Clause 5.1.9 provides Heritage Management provisions.</p>	No modification.

05 SENSITIVE DESIGN				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
	TDRs are common practice in many other jurisdictions as a means of protecting heritage properties and facilitating compensation to owners of character dwellings where there is a loss of development potential by electing to retain the building. For example, the City of Perth has TDR provisions in its Local Planning Scheme which allow for transfer of plot ratio area where a site adjoins a property of heritage significance. It is considered that this proposal would substantially assist with maintaining the character of the LPSP while still facilitating high density development.			
64.	<p>I have concerns in the text of both Part 1 and Part 2 of the draft Leederville Precinct Structure Plan (LPSP), with respect to those properties designated as "character".</p> <p>It is currently unclear in the LPSP as to whether those properties designated as "character" are required to be retained or will be able to be developed in accordance with the LPSP provisions. For example Clause 5.1.9 Heritage Management states "Existing heritage and character buildings should be retained and incorporated into any new development proposal".</p> <p>To this extent, to meet the intent of the LSPS I submit that:</p> <ul style="list-style-type: none"> • "Character" buildings should only be designated as "character" buildings as a reference point to guide incorporation of character design elements into all proposed developments; • "Character" buildings should not be precluded from any of the development provisions set out in the LSPS (with the exception of retention of heritage building provisions); and • Retention of listed Heritage buildings is important and should be considered separately in the LPSP text 	26	<p>To avoid confusion the Heritage Management Provisions should be separated from the Character Provisions.</p> <p>Part 1, Clause 5.1.9 (c) ensures new development is sensitively designed to acknowledge adjoining character buildings.</p>	<p>Amend Part 1, Clause 5.1.9(a):</p> <p>Existing heritage and character buildings should <u>are to</u> be retained and incorporated into any new development proposal.</p>
65.	We are in strong support of the two storey height limits along Oxford Street to maintain Leederville's character.	24	Noted.	No modification.
66.	5.12(c) - Materials and Finishes - Should refer to "New development" to ensure clarity and avoid unnecessary referrals to the DRP for minor DA's relating to existing development.	25	The Clause is clear regarding when development will be referred to the Design Review Panel. Further to this the City has a terms of reference for the Design Review Panel which allows referral of any development considered suitable to be reviewed.	No modification.

05 SENSITIVE DESIGN				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
	<p>5.15(a) – Lift Overruns - It may not be practical or realistic to screen lift overruns from elevated positions on surrounding buildings. Suggest the wording is changed to reference pedestrian viewpoints.</p> <p>To avoid ambiguity, the location of “Character Buildings” should be linked to Figure 30.</p> <p>6.1 – Mandatory Criteria Point 7 needs to clarify this relates only to areas of heritage significance listed on a local or state register. Unclear whether this applies to Aboriginal or European Heritage, or both.</p>		<p>Suitable design can deliver the outcome. Efforts should be made to beautify these spaces which could include on-structure landscaping.</p> <p>As per 64 above.</p> <p>This would apply to both Aboriginal and European Heritage and needs to be clarified.</p>	<p>No modification.</p> <p>As per 64 above.</p> <p>Modify Part 1, Clause 6.1 Mandatory Criteria 5 as follows: Retention and enhancement of places of heritage significance (<u>Aboriginal and/or European</u>) that may be located on the development site or immediately adjacent.</p>

06 INNOVATIVE & ACCOUNTABLE				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
67.	The Community Benefits section is a good idea but it doesn't seem viable and therefore some of the great benefits may not be achieved. There is a lot to deliver to get the 50 points but not a very significant height increase provided. For example there is 20 points for affordable housing - is this 20 points for each affordable dwelling or is it a maximum of 20 points even if doing say 10% affordable dwellings, as providing only one storey height bonus for 10% affordable housing is definitely not enough.	5	It is noted that the development bonus may not match the incentive being provided, in this way the City proposes to assign maximum heights and acceptable heights and provide suitable incentive to achieve these heights.	As per 42 above.
68.	That consultation must be undertaken with utility agencies at the early stages of planning and design of development proposals.	27	Agreed.	Add Part 1, Clause 5.1.6 (e) as follows: <u>'New development shall engage with service providers at the outset of the design process to ensure suitable provision of utilities.'</u>

GENERAL				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
69.	We have reviewed the Draft Precinct Structure Plan and the Draft Leederville Town Centre Place Plan and are in support of the proposal. It appears to have been well researched and backed by analysis in its various components. We consider that the plans are likely to have an immediate positive impact on the Leederville Town Centre and have the appropriate controls to future proof the City of Vincent.	24	Noted.	No modification.
70.	Overall support for the plan.	13	Noted.	No modification.

GENERAL - Administrative				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
71.	<p>The reference to a “Required Road” should be modified to “Formalised Public Thoroughfare”.</p> <p>Figure 4 – Cityscape Sub Precinct: The podium primary setbacks shown in the massing diagrams and text do not correspond with the setback provisions in 5.3.2.</p> <p>4.3.6 Cityscape (Recommendations Table) Point 5 makes reference to Part 1 Clause 6.4 and 6.5, which do not exist. This should be reference to Part 1 Clause 5.4.5.</p> <p>5.2.2 - The discussion surrounding the Mounts Bay Main Drain should be under a heading called “Drainage”.</p> <p>Figure 31 – Key Development Sites should align with the lot boundaries.</p>	25	<p>Noted and agreed.</p> <p>Amend diagrams, plan 1 and plan 2 to match the provisions.</p> <p>Noted and agreed.</p> <p>Noted and agreed.</p> <p>The key developments sites should match the landholdings.</p>	<p>Modify the wording of Plan 1 – Structure Plan Map: Amending “Required Road” to “Formalised Public Thoroughfare”.</p> <p>Align Part 1 diagrams, plans and provisions.</p> <p>Modify Part 2, Clause 4.3.6, Recommendation 7 as follows: ‘Part 1 Clause 5.4.5 6.4 & 6.5 Part 1 5.1.2c’</p> <p>Modify Part 2, Clause 5.2.2 as follows: New heading of ‘Drainage’ to describe the Mounts Bay Drain.</p> <p>Modify Part 2, Figure 31 to align with the lot boundaries.</p>

GENERAL - Administrative				
No.	Submitter Comment	Submitter	Administration Comment	Recommended Modification
	5.5.5 - For consistency, point 7 should be refer to the "...Mounts Bay Pedestrian Linkage", not "green linkage".		Noted and agreed.	Modify Part 2, Clause 5.5.5, Recommendation 1 as follows: 'Enable the staged delivery of the Mounts Bay Main Drain-green linkage <u>Pedestrian Linkage</u> '.
	5.5.7 Recommendations 4 & 5 should refer to "Part 1 – Clause 5.1.15", not "5.1.5".		Noted and agreed.	Modify Part 2, Clause 5.5.7, Recommendations 4 & 5 as follows: 'Part 1 – Clause 5.1.15'
	6.3.1 - All impacted land owners should be added.		Noted and agreed.	Modify Part 2, Clause 6.3.1, short term action 'Modify road network infrastructure to match intended future Link and Place' to include the key stakeholder group of ' <u>Affected land and business owners</u> '.
72.	Modify plan 1 and 2 to show the correct lot boundaries and roads.	Administration	Incorrectly shown.	Amend Part 1, Plan 1 and 2 to align with the correct lot boundaries.
73.	Modify the title of the recommendations for clarity.	Administration	This change will provide clarity as the recommendations are not only for part one but also for the short, medium and long term implementation of the LPSP.	Delete Part 2 recommendation table's title.

Schedule of Modifications

No.	Clause Number	Page	Recommended Modification
1.	Part 1, Clause 2.1	10	<p>Modify Part 1, Clause 2.1 to include:</p> <p>Within Enhanced Environment: <u>'Sustainable development outcomes'</u></p> <p>Within Accessible City: <u>'Prioritise universal access'</u></p> <p>Within Connect Community: <u>'Provide and plan for an equitable and inviting community'</u></p> <p>Sensitive Design, <u>'Sustainable building and place design, construction and operation'</u>.</p>
2.	Part 1, Plan 1	13	<p>Modify Part 1, Plan 1 as follows:</p> <ul style="list-style-type: none"> Remove the proposed connection of Carr Place and Loftus Street; Remove the proposed connection linking Carr place and Newcastle Street; Remove the proposed connection linking Electric Lane and Carr place; Apply the 'Potential Laneway/Pedestrian Link ' to the Infrastructure Corridor; Remove the pedestrian connection through 629 Newcastle Street; Remove road reserve on the East side of the Frame Court Car Park and apply 'Mixed Use R-AC0'; and Amending "Required Road" to "Formalised Public Thoroughfare".
3.	Part 1, Plan 2	14	<p>Modify Part 1, Plan 2 to change the following in relation to height:</p> <ul style="list-style-type: none"> The 'maximum height' to 'Acceptable Height' and 'potential height' to 'Maximum Height'; Urban frame Type A acceptable height & <u>10</u> storeys, Maximum height 10 <u>14</u>; Urban frame Type B acceptable height & <u>6</u> storeys, Maximum height 10; Urban frame Type C acceptable height <u>4</u> <u>3</u> storeys, Maximum height 5; and Education and Civic Precinct acceptable height & <u>6</u> storeys, Maximum height 10.
4.	Part 1, Plan 2	14	<p>Modify Part 1, Plan 2 to:</p> <ul style="list-style-type: none"> Remove the 'Proposed road' linking Carr Place and Loftus Street; Remove the 'Proposed road' linking Carr place and Newcastle Street; Modify 'Proposed road' to 'Formalised Public Thoroughfare'; Include Transitional Height surrounding the entire Village sub-precinct; Align the key development sites with Part 2, Clause 5.4.5; Modify wording to have 'Key Development Site'; Realign the boundary of Oxford Reserve to include the entire Skate Park and Heritage listed building; Remove road reserve on the north side of the Avenue car park and replace this with 'Urban Frame Type A' sub-precinct;

No.	Clause Number	Page	Recommended Modification
			<ul style="list-style-type: none"> Remove road reserve on the east side of the Frame Court car park and replace this with 'Urban Frame Type A' sub-precinct; and Remove the pedestrian connection through 629 Newcastle Street.
5.	Part 1, Section 3	15	Modify Part 1, Section 3 as follows: Land use in the precinct will be in accordance with Table 1 – Zoning Table as set out in the Scheme. <u>Land uses do not require development approval where identified within the City's local planning policies, the Planning and Development (Local Planning Schemes) Regulations 2015, or Local Planning Scheme No. 2.</u>
6.	Part 1, Clause 5.1.3 (a)	18	Modify Part 1, Clause 5.1.3 (a) as follows: A landscape plan, prepared by a suitably qualified consultant, must be provided with all development applications. <u>Development applications of a minor nature which do not alter the on-site landscaping are exempt from providing a landscape plan.</u>
7.	Part 1, Clause 5.1.3 (e)	18	Modify Part 1, Clause 5.1.3 (e) as follows: 'The proposed removal of any tree that meets clause 5.1.3(d) is to be provided with an arboriculture assessment. Where removal is deemed appropriate <u>for health and safety considerations</u> by the arboriculture assessment the trees must be replaced.'
8.	Part 1, Clause 5.1.6 (e)	19	Add Part 1, Clause 5.1.6 (e) as follows: 'New development shall engage with service providers at the outset of the design process to ensure suitable provision of utilities.'
9.	Part 1, Clause 5.1.9(a)	20	Amend Clause 5.1.9(a): Existing heritage and character buildings should <u>are to</u> be retained and incorporated into any new development proposal.
10.	Part 1, Clause 5.1.12	21	Amend Part 1, Clause 5.1.12 as follows: ' Payment in Lieu of Public Open Space Reserves a Pursuant to s.153(1)(b) of the <i>Planning and Development Act 2005</i> , all subdivision of land that creates three or more lots must be subject to a condition requiring that the owner of the land <u>provide 10% of the site area; or make a payment equal to 10% of the value of that land to the local government, in lieu of providing open space.</u>
11.	Part 1, Clause 5.1.13	21	Modify Part 1, Clause 5.1.13 as follows: 'Road reserves, <u>formalised public thoroughfares</u> , laneways and pedestrian links are identified on the Structure Plan Map <u>and in Clause 6.1</u> . As a condition of development or subdivision approval, properties affected by a road reservation, <u>formalised public thoroughfares, laneways and pedestrian links</u> are required to vest that portion of <u>land road reserve</u> to the Crown as a condition of development or subdivision approval, whichever occurs first.'

No.	Clause Number	Page	Recommended Modification
12.	Part 1, Clause 5.2	23	<p>Modify Part 1, Clause 5.2 as follows:</p> <ul style="list-style-type: none"> • Delete 'Transition Area Setback'; • Changing the terms 'maximum height' to 'Acceptable Height' and 'potential height' to 'Maximum Height'; • Changing the Acceptable height to 8.5m; and • Modify figure 3 – Remove reference to building height.
13.	Part 1, Clause 5.3	25	<p>Modify Part 1, Clause 5.3 as follows:</p> <ul style="list-style-type: none"> • Changing the terms 'maximum height' to 'Acceptable Height' and 'potential height' to 'Maximum Height'; <p>Modify clause 5.3.2 as follows:</p> <ul style="list-style-type: none"> • '16m <u>15.5m'</u> <p>Modify clause 5.3.3 as follows:</p> <ul style="list-style-type: none"> • Changing the Maximum height outlined in the setbacks from '30m' to '<u>29.5m</u>' <p>Modify figure 4 by removing references to building height.</p>
14.	Part 1, Clause 5.4	27	<p>Modify Part 1, Clause 5.4 as follows:</p> <ul style="list-style-type: none"> • Changing the terms 'maximum height' to 'Acceptable Height' and 'potential height' to 'Maximum Height'; • 'Urban Frame Type A: Maximum Acceptable height 8 10 storeys (30m 36.5m). Potential Maximum additional height up to 14 (36.5m 50.5m) storeys in accordance with Clause 6.1'; • '<u>Urban Frame Type B: Acceptable 6 storeys (22.5m). Maximum 10 storeys (36.5m) storeys in accordance with Clause 6.1</u>'; • Modifying to the correct height in metres; and • Modify figures by removing references to building height.
15.	Part 1, Clause 5.5	30	<p>Modify Part 1, Clause 5.5 to change:</p> <ul style="list-style-type: none"> • Changing the terms 'maximum height' to 'Acceptable Height' and 'potential height' to 'Maximum Height'; • 'Urban Frame Type C: Maximum Acceptable height 4 3 storeys (16m 12m). Potential additional Maximum height up to 5 (20m 19m) storeys in accordance with Clause 6.1'; and • Remove reference in figure 6 to building height.
16.	Part 1, Clause 5.6	32	<p>Modify Part 1, Clause 5.6 to change:</p> <ul style="list-style-type: none"> • Changing the terms 'maximum height' to 'Acceptable Height' and 'potential height' to 'Maximum Height'; • 'Suburban Type A: Maximum Acceptable 4 storeys (16m 15.5m). Potential additional height up to Maximum 5 (20m 19m) storeys in accordance with Clause 6.1'.
17.	Part 1, Clause 5.7	33	<p>Modify Part 1, Clause 5.7 as follows:</p> <ul style="list-style-type: none"> • Changing the term 'Maximum' to 'Acceptable'.

No.	Clause Number	Page	Recommended Modification
18.	Part 1, Clause 5.9	35	Modify Part 1, Clause 5.9 as follows: 'Development is to be in accordance with the requirements of Urban Frame Type <u>B A</u> .'
19.	Part 1, Clause 6.1	36	Modify Part 1, Clause 6.1 (b) as follows: 'b The proposal is assessed against the Additional Criteria, listed below, and must achieve 50 points <u>to be considered for 2 additional storeys above the acceptable height; or 100 points to be considered for the maximum height listed in Part 1, Clause 5.</u> 'e <u>The decision-maker determines appropriate conditions to ensure the proposal delivers the requirements of the additional and mandatory criteria.</u> '
20.	Part 1, Clause 6.1	37	Modify Part 1, Clause 6.1, Mandatory Criteria 1 to read as follows: 'The analysis also includes enhancement of pedestrian and cycle movement <u>within and to the development</u> '.
21.	Part 1, Clause 6.1	37	Modify Part 1, Clause 6.1, Mandatory Criteria 5 as follows: Retention and enhancement of places of heritage significance (<u>Aboriginal or European</u>) that may be located on the development site or immediately adjacent.
22.	Part 1, Clause 6.1	37	Amending Part 1, Clause 6.1, Mandatory Criteria 6 as follows: 'Provision of landscaping beyond the requirements of this structure plan. <u>This includes providing 5% more deep soil area above what is required by Part 1, Clause 5.1.3; and providing double the amount of trees required by Clause A3.3.5 of the R Codes Volume 2.</u> The additional landscaping is to feature advanced planting on both the podium as well as the storeys above, with evidence of the ability for this to grow and be sustained.'
23.	Part 1, Clause 6.1	37	Amending Part 1, Clause 6.1, Additional Criteria 7 as follows: 'Provision of energy efficiency infrastructure that goes beyond the requirements as set out in the Built Form Policy. <u>To be considered for this additional criteria the development must meet a 6 star Green Star rating or equivalent.</u> '
24.	Part 1, Clause 6.1	37	Amending Part 1, Clause 6.1, Additional Criteria 8 as follows: 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 <u>universal access dwellings</u> as follows: <ul style="list-style-type: none"> • <u>15 per cent of all dwellings, across a range of dwelling sizes, meet Gold Level requirements as defined in the <i>Liveable Housing Design Guidelines</i> (Liveable Housing Australia); or</u> • <u>8 per cent of dwellings are designed to Platinum Level as defined in the <i>Liveable Housing Design Guidelines</i> (Liveable Housing Australia).</u>

No.	Clause Number	Page	Recommended Modification
			Or <u>A dwelling type identified as a priority by the local government, such as aged and dependent dwellings, one-bedroom apartments, key-worker dwellings or other innovative housing models with evidence that the dwelling type is needed and supported.</u>
25.	Part 1, Clause 6.1	38	Amend Part 1, Clause 6.1 additional criteria 9 as follows: 'Public or Community infrastructure improvements in the form of streetscape improvements, <u>transport improvement</u> , parkland enhancement, <u>community space</u> and contribution to individual infrastructure items such as a boardwalk, pedestrian arcade, library, community hall etc <u>with evidence that the infrastructure is needed and supported</u> within or in close proximity to the development <u>at the discretion of the City</u> '
26.	Part 1, Clause 6.1	38	Amend Part 1, Clause 6.1, Additional Criteria 10 as follows: ' Development <u>Applicant has entered into a contract to deliver a minimum 10% affordable dwellings in partnership with an approved housing provider or not-for-profit organisation recognised by the Housing Authority.</u>
27.	Part 1, Clause 6.1	38	Delete Part 1, advertised Additional Criteria 13; and replace with Additional Criteria 11 as follows: ' <u>Development sites, resulting from amalgamation, greater than 2000m².</u> '
28.	Part 1, Clause 6.1	38	Amending Part 1, Clause 6.1 to add new Additional Criteria 12 as follows: ' <u>Providing a new road at a minimum width of 6 metres. The provision of a new road is to be supported by active ground floor uses. Additional Criteria 12 is only available to the lots between Carr Place and Newcastle Street in the Urban Frame and Cityscape sub-precincts. The connection must provide vehicle access between Carr Place and/or Bold Court to Newcastle Street.</u> '
29.	Part 1, Clause 6.1	38	Modify Part 1, Clause 6.1 to include an additional criteria 13 as follows: ' <u>Providing a new pedestrian laneway at a minimum width of 4 metres. The provision of a pedestrian laneways is to be supported by active ground floor uses. Additional Criteria 13 is only available to the lots:</u> <ul style="list-style-type: none"> • <u>Between Vincent Street and Carr Place. The connection must provide pedestrian access from Vincent Street to Carr Place;</u> • <u>Between Newcastle Street and the Infrastructure Corridor (east-west pedestrian connection). The connection must provide pedestrian access from Newcastle Street to the Infrastructure Corridor (east-west pedestrian connection);</u> • <u>Between Oxford Street and the Infrastructure Corridor (east-west pedestrian connection). The connection must provide pedestrian access from Oxford Street to the Infrastructure Corridor (east-west pedestrian connection); and</u> • <u>Shown with a Proposed Pedestrian Link on Plan 2.'</u>
30.	Part 1, Clause 6.1	39	Amend Part 1, Clause 6.1 Additional Criteria 14 as follows:

No.	Clause Number	Page	Recommended Modification
			'New Local or Neighbourhood public open space as defined by the City's Public Open Space Strategy. Providing 5% of the site area as open space in addition to the requirements of Part 1, Clause 5.1.12.'
31.	Part 1, Clause 6.1	37	Modify Part 1, Clause 6.1, Additional Criteria points as follows: <ul style="list-style-type: none"> • Additional Criteria 7 to increase the points from 10 to 20; • Additional Criteria 8 to increase the points from 10 to 25; • Additional Criteria 9: <u>'10 - 20 per infrastructure improvement depending on public benefit. Maximum 40 20'</u> • Additional Criteria 10 to increase the points from 20 to 50; • New Additional Criteria 11 assign 5 points; • New Additional Criteria 12 assign 50 points; • New Additional Criteria 13 assign 40 points; and • Additional Criteria 14 to increase the points from 20 to 40.
32.	Part 2	80	Delete Part 2 recommendation table's titles.
33.	Part 2, Clause 4.3.2	81	Modify Part 2, Clause 4.3.2 as follows: 'height limits of up to <u>8 14</u> storeys apply'
34.	Part 2, Clause 4.3.1	82	Replace figure 19 to reflect the sub-precinct in Plan 2.
35.	Part 2, Clause 4.3.3	83	Modify Part 2, Clause 4.3.3 as follows: 'development up to <u>8 14</u> storeys'
36.	Part 2, Clause 4.3.6	86	Modify Part 2, Clause 4.3.6, Recommendation 7 as follows: 'Part 42 Clause <u>5.4.5 6.4 & 6.5</u> Part 1 5.1.2c '
37.	Part 2, Clause 5.2.1	106	Delete Part 2, Clause 5.2.1, Recommendation 8.
38.	Part 2, Clause 5.2.2	107	Modify Part 2, Clause 5.2.2 as follows: New heading of 'Drainage' to describe the Mounts Bay Drain.
39.	Part 2, Clause 5.4.2	116	Modify Part 2, Clause 5.4.2 as follows: In order to provide transition between the Village, Urban Frame and Cityscape building heights between 6 and 14 storeys are proposed. maintain consistency with future developments, it is appropriate to assign an 8 storey height limit for this precinct.
40.	Part 2, Clause 5.4.5	131	Update figure 31 to amend the boundary of key development site 1, 629 Newcastle Street, to include the north-west lot 51.
41.	Part 2, Clause 5.5.5	147	Modify Part 2, Clause 5.5.5, Recommendation 1 as follows: 'Enable the staged delivery of the Mounts Bay Main Drain green linkage <u>Pedestrian Linkage</u> '.
42.	Part 2, Clause 5.5.7	155	Modify Part 2, Clause 5.5.7, Recommendations 4 & 5 as follows: 'Part 1 – Clause 5.1.1 <u>5</u> '

No.	Clause Number	Page	Recommended Modification
43.	Part 2, Clause 6.3.1	161	Modify Part 2, Clause 6.3.1 as follows: <ul style="list-style-type: none">• short term action 'Modify road network infrastructure to match intended future Link and Place' to include the key stakeholder group of '<u>Affected land and business owners</u>'; and• Delete, Part 2, Clause 6.3.1, Public Open Space action.

LEEDERVILLE PRECINCT STRUCTURE PLAN



CITY OF VINCENT

Leederville Precinct Structure Plan

City of Vincent

Endorsement Page

This precinct structure plan is prepared under the provisions of the City of Vincent Local Planning Scheme No. 2.

It is certified that this structure plan was approved by resolution of the Western Australian Planning Commission on:

Signed for and on behalf of the Western Australian Planning Commission:

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

_____ Witness

_____ Date

_____ Date of Expiry

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Leederville Precinct Structure Plan

City of Vincent

Table of Amendments

Amendment No.	Summary of the Amendment	Amendment type	Date approved by WAPC

DRAFT

EXECUTIVE SUMMARY

The Leederville Precinct Structure Plan (LPSP) has been prepared to coordinate development of land within the Leederville Precinct.

The plan has been drafted in accordance with the provisions of: the City of Vincent Local Planning Scheme No. 2 (LPS2); State Planning Policy No. 4.2 - Activity Centres for Perth and Peel; State Planning Policy No. 7.2 – Precinct Design Guidelines and Precinct Plan Manner and Form; and the Planning and Development (Local Planning Schemes) Regulations 2015.

The document includes:

- Part One: Implementation
- Part Two: Explanatory Report
- Appendices

The LPSP proposes to maintain the character of Oxford Street by maintaining a height limit of two storeys in this area and requiring traditional shop front design aligned with the Built Form Policy. Development potentially framing this area will provide a transition to higher density. The plan maintains the education and civic land uses in the area to support a diverse demographic living, working and enjoying the area. This will be achieved through a variety of housing typologies in the area aligned with the intent of LPS2, from the established residential areas to the north maintaining a low scale of development to increased density to the south of the precinct. This will also support the economic sustainability of the local businesses.

The LPSP proposes increase density in close proximity to the train station allowing transport choice. This aligns with the City's draft Accessible City Strategy to prioritise pedestrians, followed by cyclists; followed by public transport users; followed by people who choose to drive. The plan promotes an east-west pedestrian connection on the existing Mounts Bay Drain through the town centre through formal agreement with the Water Corporation. Improved north and south pedestrian connections are also proposed and are to be secured through development incentives.

The LPSP provides provisions aligned with the City's Built Form Policy to seek landscaping outcomes which exceed the provisions of the R-Codes. The plan also proposes to maintain and enhance the permeability of Oxford Reserve and Leederville Oval to ensure positive green spaces throughout the precinct.

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Item	Data	Structure Plan Ref (section no.)
Total area covered by the structure plan	66.6 hectares	
Area of each land use proposed	Hectares	Lot Yield
• Residential R40	4.7	
• Residential R60	5.6	
• Residential R80	3.4	
• Commercial	2.9	
• Mixed Use	13.6	
Total estimated lot yield		
Estimated number of dwellings	1,528	
Estimated residential site density	60 dwellings per hectare	
Estimated population	3,175	
Number of high schools	0	
Number of primary schools	0	
Estimated commercial floor space	13.45ha net lettable area	
Estimated area and percentage of public open space given over to:		
• Regional open space	0.6 hectares	
• District open space	0 hectares	
• Neighbourhood parks	4.7 hectares	
	1 park	
• Local Parks	0.9 hectares	
	5 parks	
Estimated percentage of natural area	Nil.	

Preamble

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Leederville Precinct Structure Plan

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PREFACE

'This is Leederville.

It's a place for living life – for all of us, whoever we are. There's a sense of community about the place, and there's life on the streets.

We connect across our differences. We yarn with our friends on the verge, and nod at strangers who are walking by. And people walk by a lot. Because our homes and businesses and parks and entertainment are all just a walk away, mixed in together.

When you're walking in Leederville you'll see people you know, and people you don't. You'll see people who are like you, and people who aren't. We love difference. It's the stuff of life. Different ages; different cultures and religions; different incomes; different abilities and different styles, personalities and tastes. That love of difference goes for our streetscapes too. You'll notice it as you walk: a vegie garden here, gnomes amongst the cacti there, magnificent roses next door, lemons growing on the front verge. Some might call it motley, eccentric, even a little bit grungy. We call it Leederville. It's for living in.

And the architecture too: we want to keep it to scale, but we like it mixed! We value the future, but we also value the past. We value the innovative, but we also value the heritage. We value an urban density. But we also value neighbourhood. That mix can create some tension – parking; noise; shadows. When it does, we'll keep connected and talking; finding ways together to keep Leederville vibrant and forever liveable.

And then there's the Oxford St Strip. The 'centre' of our village. An easy place to get to, (from everywhere) and a good place to be. Catch up with friends, or just sit amongst the street-life.

We love the street-life; where everyone is performer and audience in the 'theatre' of shared space. That's Leederville to us. We want the buskers, and the woman selling Big Issue, and the guy who plays air-guitar while he's waiting at the lights. We want the suits, and the tourists and the babies in prams and the hipsters and the movie goers and laundry users. We want the kids at the playgrounds, the skaters at the ramps, the students heading for TAFE and the lycra brigade crowding out the café. We want the writers and musicians and artists – maybe performing, maybe just taking a break from their workspaces.

We want to keep it Leederville. We want shops and businesses that love what they have to offer, because what they're offering is one-off, unique. We want people to come here to escape the chain-stores, the franchises, the sprawling fluorescent malls. You won't just come for the cafes and restaurants. You'll come to buy fishing gear, or wash your clothes, or get some professional advice. You'll come to buy your books or your music or your vegies, or your newspapers; to see a film, to hear some music, to look at art.

Preamble

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Whoever you are: you're safe; you're welcome; and life will feel richer here.

That's the Leederville we love. That's the Leederville we envisage.

That's the Leederville we're creating.'

Extract from Leederville Connect Vision 2015 – Prepared by Leederville Connect
leedervilleconnect.com

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Preamble

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PART

1

IMPLEMENTATION

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1 Precinct Structure Plan Operation

The Leederville Precinct Structure Plan shall apply to the area shown on Plan 1 – Structure Plan. Plan 1 – Structure Plan outlines the zones, residential density, reserves and new roads that apply within the Leederville Precinct.

The Leederville Precinct Structure Plan comes into effect on the date it is approved by the Western Australian Planning Commission. The Leederville Precinct Structure Plan is to be read in conjunction with the City of Vincent Local Planning Scheme No. 2 (the Scheme). Where any provision of the Leederville Precinct Structure Plan conflicts with the Scheme, the Scheme prevails.

Development of the precinct is detailed in stages outlined in Part 2 Explanatory Report.

2 Vision and Objectives

The Vision for the Leederville Precinct is:

A thriving, connected and sustainable local village that showcases and preserves its rich cultural and natural elements.

2.1 General Objectives

The general objectives apply across the entire precinct and relate to each of the themes within the Strategic Community Plan 2018 – 2028.

 <p>Enhanced Environment</p>	<ol style="list-style-type: none"> 1 Retain and increase tree canopy. 2 Include high quality landscaping in new developments. 3 Provide public open space to meet the future needs of the precinct. 34 Sustainable development outcomes.
 <p>Accessible City</p>	<ol style="list-style-type: none"> 5 Prioritise universal access. 46 Prioritise pedestrians; followed by cyclists; followed by public transport users; followed by people who choose to drive. 57 Prioritise pedestrian, cycling and public transport users' safety and efficiency. 68 Provide a variety of land uses around public transport nodes. 79 Facilitate a mode shift away from private vehicles. 810 Improve access into and around the precinct. 911 Improve public transport patronage.
 <p>Connected Community</p>	<ol style="list-style-type: none"> 1012 Provide spaces for events, festivals, markets and activities. 1113 Build places to play, relax and be entertained. 14 Maintain and enhance community and education options. 1215 Provide and plan for an equitable and inviting community.


Thriving Places

- ~~13~~¹⁶ Activate street-facing shop fronts and offices.
- ~~14~~¹⁷ Provide a diverse range of land uses and dwelling types to cater for all members of the community.
- ~~15~~¹⁸ Achieve a critical mass of residents, visitors and workers to support new retail and community offerings.
- ~~16~~¹⁹ Improve the quality, safety and comfort of the precinct.


Sensitive Design

- ~~17~~²⁰ Maintain daylight access to public and private open spaces.
- ~~18~~²¹ Retain and enhance established character and heritage elements.
- ~~19~~²² Scale and design buildings to respect and complement existing character.
- ~~20~~²³ Facilitate height and density that is sensitive to human scale.
- ~~24~~ Achieve exemplary design outcomes.
- ~~24~~²⁵ [Sustainable building and place design, construction and operation.](#)


Innovative & Accountable

- ~~22~~²⁶ Conduct transparent and sincere assessment and engagement.
- ~~23~~²⁷ Respond to infrastructure and asset deficiencies.
- ~~24~~²⁸ Advocate for changes outside of the City's control.

2.2 Sub-Precinct Objectives

The Leederville Precinct is made of 8 sub-precincts shown on Plan 2, each with its own set of additional objectives as follows:

2.2.1 Village

The Village should be:

- The primary activity core of Leederville.
- The place where people come together.
- Maintained as an area of both grungy and classical character.
- Easy to get into and get around.
- Bright and breathable, with plenty of natural shade.
- Providing the key services and amenities for the area.

2.2.2 Urban Frame

The Urban Frame should be:

- A medium to large-scale residential (Urban Frame Type B) and mixed use area (Urban Frame Types A and C).
- Carefully designed to avoid impacts on existing neighbours.

- c An attractive and safe entry point to the core of Leederville for pedestrian, cyclists and vehicles.
- d Well-landscaped with lots of shade, green spaces and places to relax.

2.2.3 Cityscape

The Cityscape should be:

- a A place with mixed uses that complement each other.
- b The location for long-term development outcomes.
- c The place where landmark development shapes the Leederville skyline.
- d Designed to encourage public transport usage.
- e A showcase for sustainability and reuse.
- f A higher density mixed-use and residential area.
- g A key contributor to the success of the Village.

2.2.4 Suburban

The Suburban sub-precinct should be:

- a A predominantly low-scale residential area.
- b Respectful of existing dwellings and the desired streetscape.
- c Shady and green throughout.
- d A safe space for cyclists and pedestrians with low traffic volumes.
- e Designed to encourage neighbourly interaction.

2.2.5 Education and Civic

The Education and Civic sub-precinct should be:

- a The main education area in Leederville.
- b A growing sports precinct, focussing on sport for all people.
- c Home to a variety of complementary and ancillary land uses.

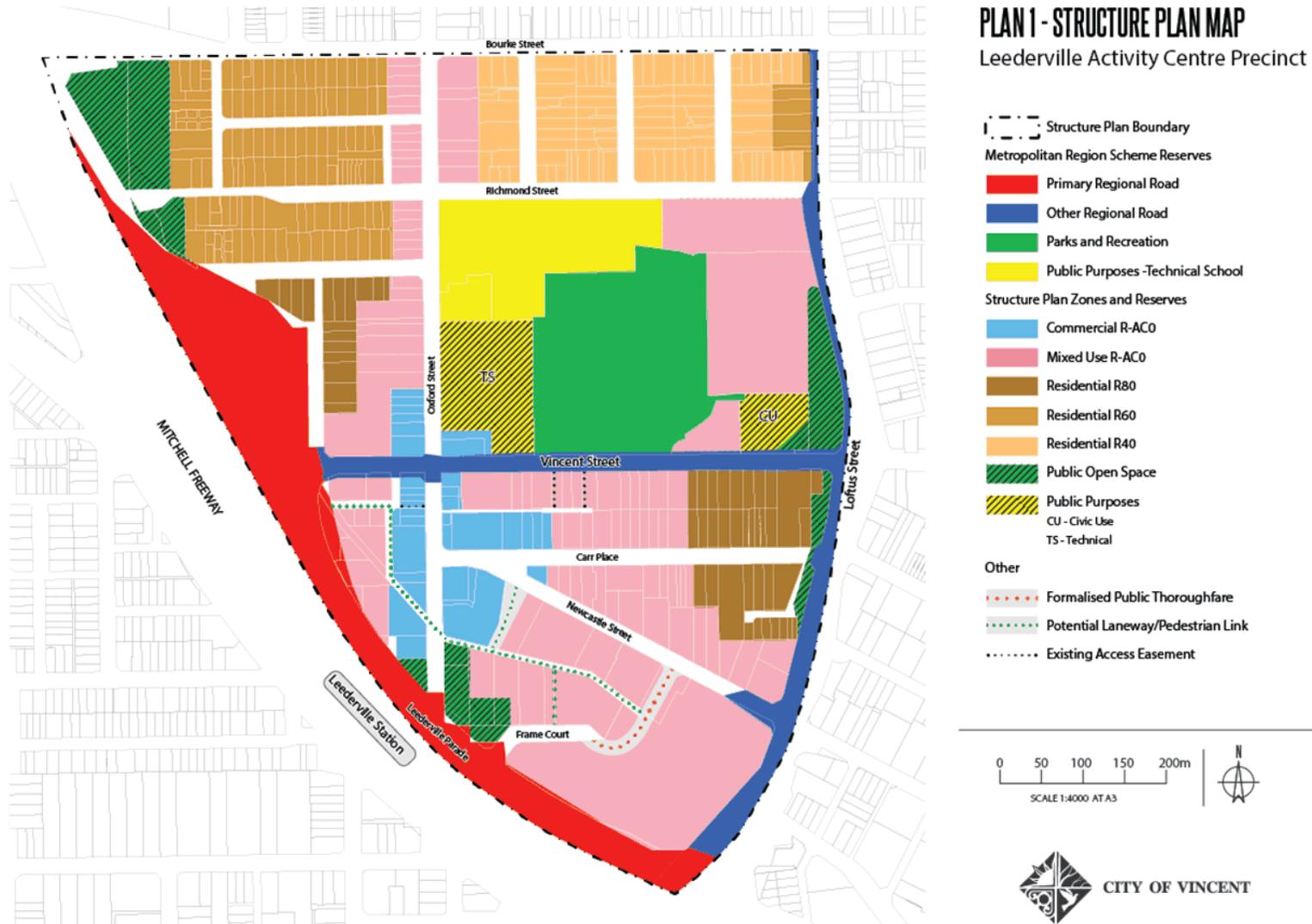


Figure 1 - Plan 1 Structure Plan Map

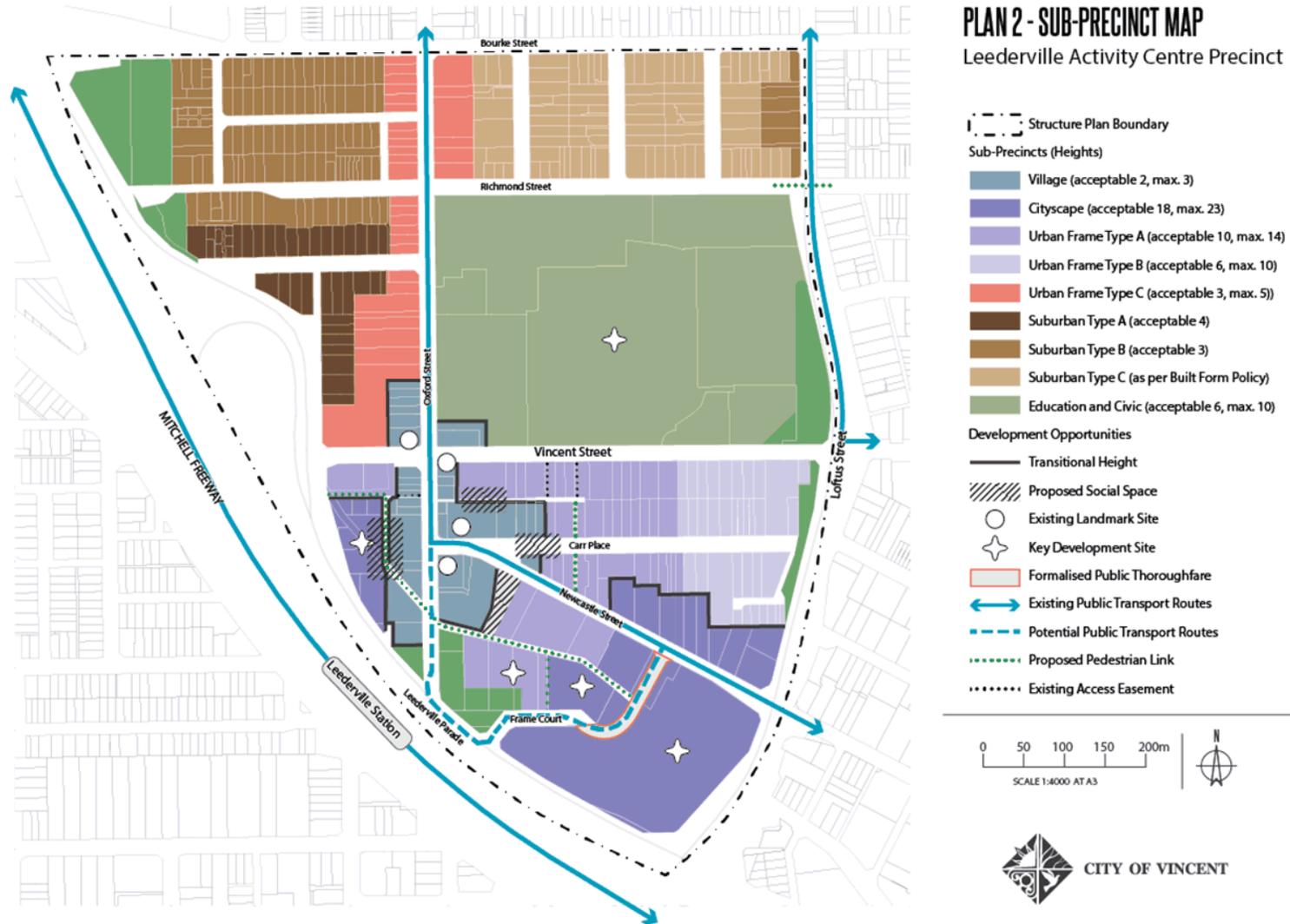


Figure 2 - Plan 2 Sub-Precinct Map

3 Land Use

Land use in the precinct will be in accordance with Table 1 – Zoning Table as set out in the Scheme. [Land uses do not require development approval where identified within the City's local planning policies, the Planning and Development \(Local Planning Schemes\) Regulations 2015, or Local Planning Scheme No. 2.](#)

When considering development applications for land uses that require approval, the decision maker shall have regard to the Objectives of this Precinct Structure Plan, in conjunction with objectives and provisions of the Scheme. The following table contains example land uses that would be considered to meet or not meet the Objectives in most cases.

Zone	Uses that would usually meet the Objectives	Uses that would usually not meet the Objectives
Commercial	Child Care, Cinema/Theatre, Consulting Rooms (upper floors only), Educational Establishment, Lunch Bar, Office (upper floors only), Short and Long-Term Residential (upper floors only), Restaurant/Café, Shop, Small Bar, Hotel.	Bulky Goods Showroom, Car Park, Clubs/Private Establishments, Fast Food Outlet, Fuel Depot/Service Station, Large Liquor Stores, Motor Vehicle Sales/Repair, Restricted Premises, Warehousing.
Mixed Use	Consulting Rooms, Lunch Bar, Office, Short and Long-Term Residential (except Single Dwelling), Restaurant/Café, Shop.	Aged Care, Fast Food Outlet, Large Liquor Stores, Small Liquor Stores, Motor Vehicle Sales/Repair, Single Dwelling, Small Bar, Tavern, Child Care Premises, Cinema/Theatre.
Residential	Short and Long-Term Residential, Child Care, Home Businesses.	Consulting Rooms, Restaurant/Café, Shop, Liquor Stores, Small Bars, Taverns.

4 Subdivision

Subdivision of land is generally not supported but may be appropriate in the following exceptional circumstances:

- a To realign lot boundaries without increasing the number of lots.
- b To protect and conserve places of cultural or natural heritage.
- c To allow for the provision of utilities and infrastructure.
- d To allow for improved safety or design of roads.

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- e To satisfy a condition of development approval.
- f To enable land assembly to facilitate a coordinated development outcome or community benefit.

4.1 Notifications on Title

All new lots within the area that are intended for noise sensitive land uses must incorporate a notification on the relevant certificate(s) of title pursuant to Section 70A of the *Transfer of Land Act 1893*. Notice of this notification is to be included on the diagram or plan of survey. The notification is to state as follows:

"The lot(s) is/are situated in the vicinity of a transport corridor and is/are currently affected, or may in future be affected, by transport noise".

All development must comply with the City's Policy No. 7.5.21 – Sound Attenuation.

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5 Development Requirements

Development in each of the sub-precincts shall be in accordance with the tables and provisions as follows.

5.1 General Requirements

These requirements are applicable to all sub-precincts. In addition to the general requirements, the provisions of Local Planning Policy 7.1.1 – Built Form (Built Form Policy) and State Planning Policy 7.3 – Residential Design Codes (R-Codes) apply.

To the extent of any inconsistency, a requirement in this section replaces the relevant provision of the R-Codes and the City's Built Form Policy.

5.1.1 Projections and Awnings

- a Minor projections as defined by the R-Codes are excluded from the maximum building height calculation.
- b Balconies may project into the setback area, provided that such a projection complies with privacy requirements of the R-Codes.
- c Weather protection along footpaths adjoining commercial and mixed use buildings shall be provided in the form of awnings and satisfy the following requirements:
 - The weather protection will be integrated with the building design;

- The weather protection shall be permanently fixed and shall be constructed of durable materials that provide sun and rain protection;
- The weather protection shall project a minimum horizontal depth of 2.4m over the adjacent footpath; and
- Awnings shall have a consistent clear height from footpath level between 2.75m and 3.5m.

d Variation to weather protection requirements may be considered where:

- the design compromises the heritage significance of an existing building; or
- it presents significant servicing issues that otherwise could not be designed around.

5.1.2 Materials and Finishes

- a New buildings must be of a high architectural quality, incorporating articulated facades with large openings to the street or clear glazing, fenestration, parapet treatments and other detailing and materials that respect and complement the established character of the sub-precinct.

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- b Materials must be attractive, durable and easy to maintain such as brickwork, ceramic tiles, metal and timber.
- c Multiple Dwelling, Mixed Use, Commercial Development and Landmark sites are to be referred to the City's Design Review Panel.
- d A public art contribution is required pursuant to Local Planning Policy: Percent for Public Art.
- e Traditional shopfronts are to be maintained in the Village sub-precinct. Any works proposing removal of traditional shop front elements including: inset doorways; stall risers; sills; or operable windows requires development approval.
- f In the renewal of any shop fronts in the Village sub-precinct development must include:
- doorways with a depth between 500mm and 1.5m to clearly articulate entrances;
 - Stall risers to a minimum height of 450mm;
 - A variety of materials; and
 - Transparent glazing allowing people to see into, and out of, the shopfront.
- 5.1.3 Landscaping
- a A landscape plan, prepared by a suitably qualified consultant, must be provided with all development applications.
[Development applications of a minor nature which do not alter the on-site landscaping are exempt from providing a landscape plan.](#)
- b Where the required deep soil area cannot be provided due to site constraints, planting areas are to be provided within structures at a rate of double the shortfall in deep soil area.
- c Where a lot boundary setback applies, 80% of that area at ground level must be provided as canopy cover at maturity.
- d Existing trees on a property must be retained where they meet the following criteria:
- Healthy specimens with ongoing viability;
 - Species is not on the State or local weed register; and
 - Height of at least 4m, or trunk diameter of 160mm measured 1m from the ground, or average canopy diameter of at least 4m.
- e The proposed removal of any tree that meets clause 5.1.3(d) is to be provided with an arboriculture assessment. Where removal is deemed appropriate [for health and safety considerations](#) by the arboriculture assessment the trees must be replaced.
- f The proposed removal of any native vegetation is to be supported by a flora and fauna assessment.
- g Uncovered car parking at ground level must be provided with canopy cover at maturity of at least 60%.

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- h Development within the moderate to high risk Acid Sulphate Soils area shall require investigative reports to be included with new development and subdivision applications.

5.1.4 Building Height

- a Additional height allowance may be applicable in some circumstances where development incentives for community benefit are applied (refer to [7.4.6.1 Development Incentives for Community Benefit](#) ~~Development Incentives for Community Benefit~~).
- b Building height in metres is calculated based on 4.25m for the ground and first floor and 3.5m for each storey above.

5.1.5 Lift Over-runs, Rooftop Plant Rooms and Architectural Features

- a All lift over-runs and plant equipment must be adequately hidden from public view. This should be done through the design of the building rather than with a screening device that is visible to the public view.
- b Lift over-runs and rooftop plant rooms must not exceed 3.5m above the applicable maximum building height.

5.1.6 Servicing and Functionality

- a Waste storage facilities are to be provided on site and in accordance with City of Vincent waste guidelines for new developments.
- b Waste storage facilities are to be screened from direct public view.

- c Residential Waste storage areas must be separated from non-residential storage areas.
- d A Waste Management Plan is required for all residential properties over two dwellings, Mixed Use Developments, Commercial, Industrial and other non-residential developments.
- e [New development shall engage with service providers at the outset of the design process to ensure suitable provision of utilities.](#)

5.1.7 Dwelling Diversity

- a Developments of greater than 10 dwellings shall include at least 20 percent of dwellings of differing bedroom numbers.
- b Development of greater than 30 dwellings shall include:
 - Studio apartments maximum 15%;
 - One-bedroom apartments maximum 30%;
 - Two-bedroom apartments minimum 40%; and
 - Three bedroom apartments minimum 15%.

Variations to dwelling diversity must be supported by an analysis of current and forecast market demand.

- c Different dwelling types must be well-distributed throughout the development, including a mix of dwelling types on each floor.

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5.1.8 Future Adaptation

- a New buildings must be designed with a minimum 3.5m floor to ceiling height on the ground floor and all levels of parking to allow future adaptation in use. This could include ground floor tenancies being adapted from office to restaurant or parking structures being converted to habitable spaces in the future.
- b All developments (residential and non-residential) shall have regard to the following:
 - The structure of the building including the design of the elevation and location of openings designed to allow use for habitable purposes in the future;
 - Ground floor commercial tenancies shall be designed with space for infrastructure such as grease traps, exhaust ducts and power supply to allow future adaptation into other uses which require these services such as restaurants and cafes.

5.1.9 Heritage Management

- a Existing heritage ~~and character~~ buildings ~~should~~ be retained and incorporated into any new development proposal.
- b Development incentives may be applied through the deemed provisions and the provisions of this Precinct Structure Plan to encourage the preservation and enhancement of heritage and character places (refer to [6.17.4 Development Incentives for Community Benefit](#) ~~Development Incentives for Community Benefit~~).

- c New buildings adjacent to character buildings shall have an architectural character that respects and complements the existing surrounding character buildings. This character should draw from prominent materials and colours of the area and shall express and strengthen the intended place identity.
- d Contemporary architectural styles are acceptable provided they are designed manner that creatively interprets materials, forms, and patterns of the locality.

5.1.10 Environmentally Sustainable Design and Energy Efficiency

- a All buildings within the Precinct Structure Plan area are to comply with the Environmentally Sustainable Design requirements contained under the City of Vincent Local Planning Policy No. 7.7.1 – Built Form.
- b A variety of Water Sensitive Urban Design (WSUD) principles must be incorporated into every development within the precinct. These include:
 - On site storm water retention and detention for the 1 year, 1 hour ARI event;
 - Water and nutrient wise landscaping;
 - Permeable paving and ground covers;
 - Rain gardens, bio filters, tree pits, green walls and vegetated soak wells; and
 - Rainwater tanks, either for garden use or plumbed back into a building for reuse.

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5.1.11 Safety, Lighting and Crime Prevention through Environmental Design

All areas especially places with lower volumes of foot traffic must be adequately lit and designed to ensure that sightlines are provided from areas of high pedestrian traffic.

5.1.12 ~~Payment in Lieu of Public Open Space Reserves~~

- a Pursuant to s.153(1)(b) of the *Planning and Development Act 2005*, all subdivision of land that creates three or more lots must be subject to a condition requiring that the owner of the land provide 10% of the site area; or make a payment equal to 10% of the value of that land to the local government, ~~in lieu of providing public open space.~~
- b Sub-clause 'a' applies to all subdivision types including strata, survey strata, freehold, and community title. If a portion of land is subject to multiple eligible subdivisions, that portion of land will only be required to contribute once.

5.1.13 Road Reserves, Laneways and Pedestrian Links

- a Road reserves, formalised public thoroughfares, laneways and pedestrian links are identified on the Structure Plan Map and in Clause 6.1. As a condition of development or subdivision approval, properties affected by a road reservation, formalised public thoroughfares, laneways and pedestrian links are required to vest that portion of land road reserve to the Crown as a condition of development or subdivision approval, whichever occurs first.

- b Construction of the road, laneway or pedestrian link is not required to be undertaken by the owners of land.
- c Encourage the implementation of Parklets within on street parking bays to support commercial uses as well as to encourage slow vehicle movement.

5.1.14 Parking – General

- a After all bedrooms and dwellings in a development are counted, the calculation for parking should be rounded to the nearest whole number.

5.1.15 Parking – Residential

The following requirements apply to the residential component of any development.

Type	Parking Required (Min – Max)
Bicycle	0.5 – Unlimited (per bedroom)
Car	0 – 0.75 (per bedroom)
Motorcycle	1 – 1 (per 5 dwellings)
Visitor Bicycle	1 – Unlimited (per 4 dwellings)
Visitor Car	1 – 1 (per 4 dwellings)
Electric Vehicle Charging Bays	20% of the total amount of bays required as electric vehicle bays or capacity to supply electric vehicle charging points to support

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20% of the total amount of bays as electric vehicle bays.

electric vehicle charging points to support 20% of the total amount of bays as electric vehicle bays.

5.1.16 Parking – Non-Residential

The following requirements apply to the non-residential component of any development.

Type	Parking Required (Min – Max)
Staff & Visitor Bicycle	1 – Unlimited (per 100sqm NLA)
Staff & Visitor Car	0 – 1 (per 75sqm NLA)
Service Bay	1 – 1 (per building)
Electric Vehicle Charging Bays	20% of the total amount of bays required as electric vehicle bays or capacity to supply

End-of-trip facilities

Must be provided where a development contains more than 10 bicycle bays. At least one 'facility' (shower, locker, change space) should be provided for every 5 bicycle bays.

End-of-trip facilities may be shared between multiple private businesses where legal access arrangements are agreed between landowners and the arrangement forms part of a development application.

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5.2 Village Sub-Precinct

5.2.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	No requirement
Deep Soil Area	No requirement

5.2.2 Podium

Podiums are not applicable in the Village sub-precinct.

5.2.3 Building

Category	Deemed-to-Comply Requirement
Height	<p>Maximum 2 <u>Acceptable 2</u> storeys (9m <u>8.5m</u>)</p> <p>Potential additional height up <u>Maximum height</u> to 3 storeys</p>

~~(12m~~ 12m) in accordance with Clause 6.1

Primary Setback Two storeys nil. Third storey setback minimum 6m.

Side Setback Nil

Rear/Other Setback Minimum 3m

~~Transition Area Setback~~ Minimum 6m

5.2.4 Parking – Other

- a Car parking must be located in a basement level or hidden from the primary street behind an active frontage, accessed from a rear or side laneway.
- b Unbundled, reciprocal or shared car parking is encouraged to enable the most efficient use of bays.

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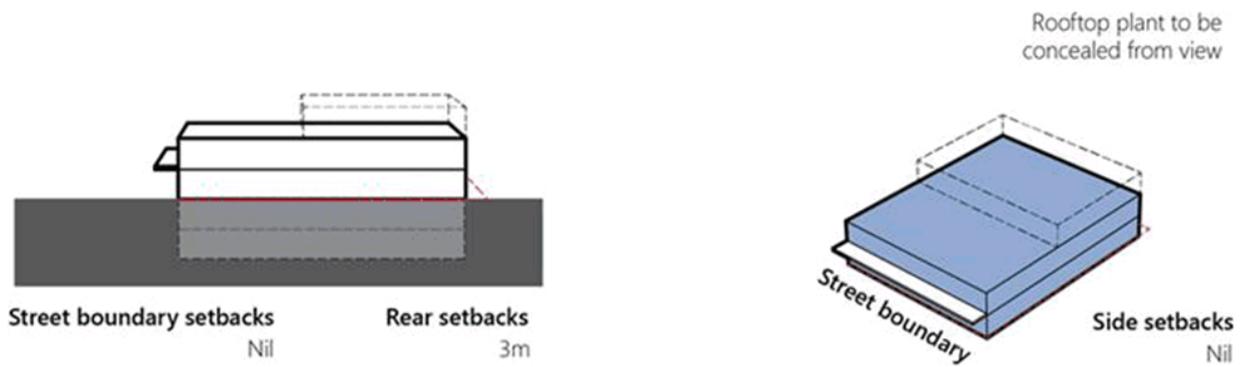


Figure 3 - Village Sub-Precinct requirements

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5.3 Cityscape Sub-Precinct

5.3.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per Built Form Policy
Deep Soil Area	As per Built Form Policy

5.3.2 Podium

Category	Deemed-to-Comply Requirement
Height	Maximum-Acceptable 4 storeys (16m 15.5m)
Primary Setback	Nil
Side Setback	Minimum 3m
Rear/other Setback	Minimum 3m

5.3.3 Tower

Category	Deemed-to-Comply Requirement
Height	Maximum-Acceptable 18 storeys (64.5m)

	Potential additional height up to Maximum height 23 (82m) storeys in accordance with Clause 6.1
Primary Setback	Up to 8 storeys (30m 29.5m): Minimum 5m. 9 storeys and up: Minimum 7m
Side Setback	Up to 8 storeys (29.5m 30m): Minimum 4m. 9 storeys and up: Minimum 6m
Rear/Other Setback	Up to 8 storeys (29.5m 30m): Minimum 4m. 9 storeys and up: Minimum 6m
Transition Area Setback	Up to 8 storeys (29.5m 30m): Minimum 9m. 9 storeys and up: Minimum 12m

5.3.4 Parking – Other

- a Car parking must be located in a basement level or hidden from the primary street behind an active frontage, accessed from a rear or side laneway.
- b Unbundled, reciprocal or shared car parking is encouraged to enable the most efficient use of bays.

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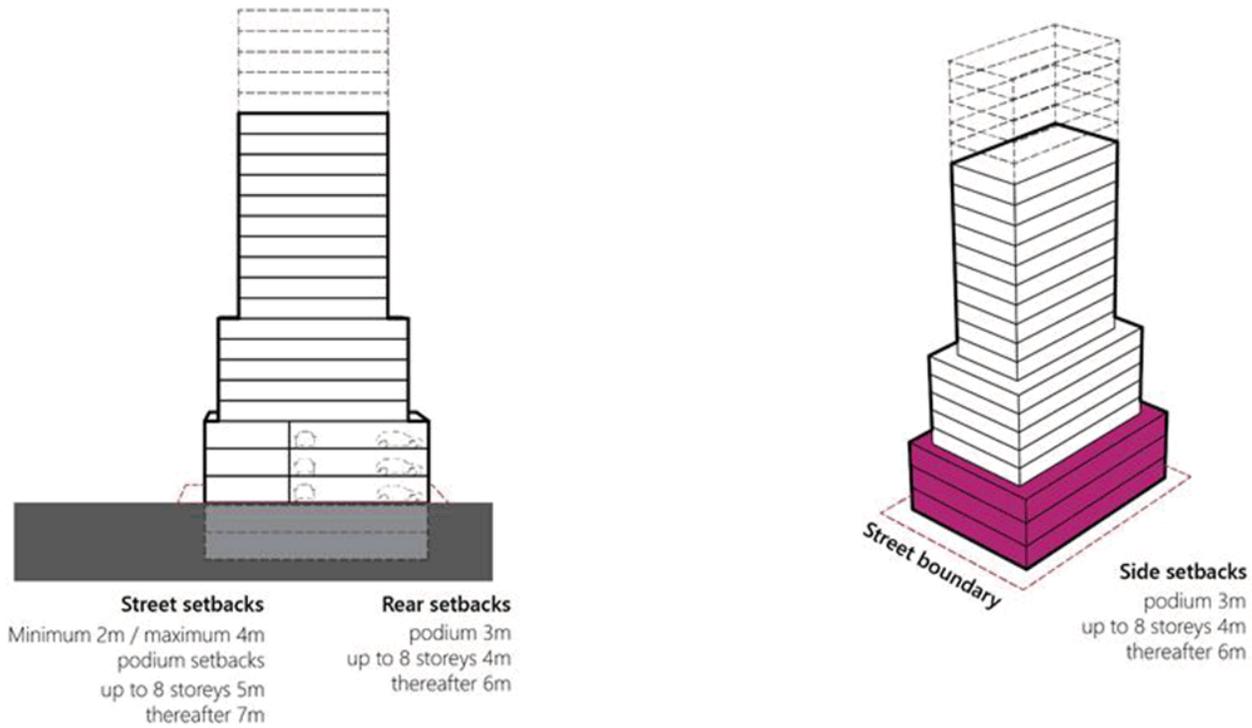


Figure 4 - Cityscape Sub-Precinct requirements

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5.4 Urban Frame Type A and B Sub-Precincts

5.4.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per Built Form Policy
Deep Soil Area	As per Built Form Policy

5.4.2 Podium

Category	Deemed-to-Comply Requirement
Height	Maximum <u>Acceptable</u> 3 storeys (12m)
Primary Setback	Nil
Side Setback	Minimum 3m
Rear/other Setback	Minimum 3m

5.4.3 Tower

Category	Deemed-to-Comply Requirement
Height	<u>Urban Frame Type A:</u> Maximum <u>Acceptable height 8-10</u> storeys (30m <u>36.5m</u>).

~~Potential~~ Maximum additional height up to ~~10-14~~ (~~36.5m~~ 50.5m) storeys in accordance with Clause 6.1.

Urban Frame Type B:
Acceptable 6 storeys (22.5m).

Maximum 10 storeys (36.5m) storeys in accordance with Clause 6.1.

Primary Setback	Up to 8 storeys (30m <u>29.5m</u>): Minimum 5m. 9 storeys and up: Minimum 7m
Side Setback	Up to 8 storeys (29.5m <u>30m</u>): Minimum 4m. 9 storeys and up: Minimum 6m
Rear/Other Setback	Up to 8 storeys (29.5m <u>30m</u>): Minimum 4m. 9 storeys and up: Minimum 6m
Transition Area Setback	Up to 8 storeys (29.5m <u>30m</u>): Minimum 9m. 9 storeys and up: Minimum 12m

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5.4.4 Parking – Other

- a Car parking must be located in a basement level or hidden from the primary street behind an active frontage, accessed from a rear or side laneway.
- b Unbundled, reciprocal or shared car parking is encouraged to enable the most efficient use of bays.

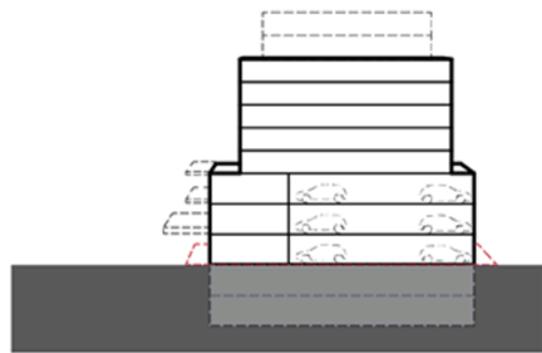
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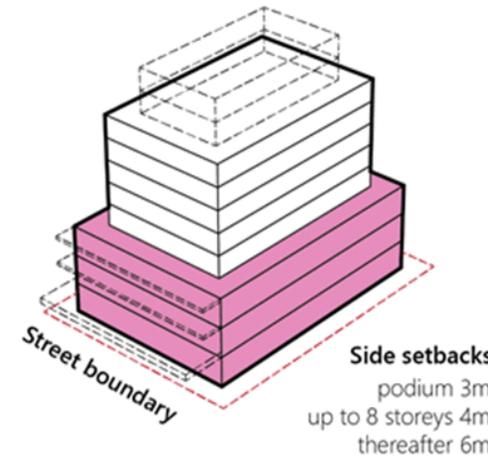
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Street setbacks	Rear setbacks
Minimum 2m / maximum 4m	podium 3m
podium setbacks	up to 8 storeys 4m
up to 8 storeys 5m	thereafter 6m
thereafter 7m	



Side setbacks
podium 3m
up to 8 storeys 4m
thereafter 6m

Figure 5 - Urban Frame Type A and B Sub-Precinct requirements

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5.5 Urban Frame Type C Sub-Precinct

5.5.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per Built Form Policy
Deep Soil Area	As per Built Form Policy

5.5.2 Podium

Podiums are not applicable in the Urban Frame Type C sub-precinct.

5.5.3 Building

Category	Deemed-to-Comply Requirement
Height	<p>Maximum Acceptable height 4-3 storeys (16m12m)</p> <p>Potential additional Maximum height up to 5 (20m19m) storeys in accordance with Clause 6.1</p>

Primary Setback	Up to 2 storeys: Nil 3 storeys and up: Minimum 2m
Side Setback	Nil
Rear/Other Setback	Up to 2 storeys: Minimum 3m. 3 storeys and up. Minimum 5m
Transition Area Setback	N/A

5.5.4 Parking – Other

- a Car parking must be located in a basement level or hidden from the primary street behind an active frontage, accessed from a rear or side laneway.
- b Unbundled, reciprocal or shared car parking is encouraged to enable the most efficient use of bays.

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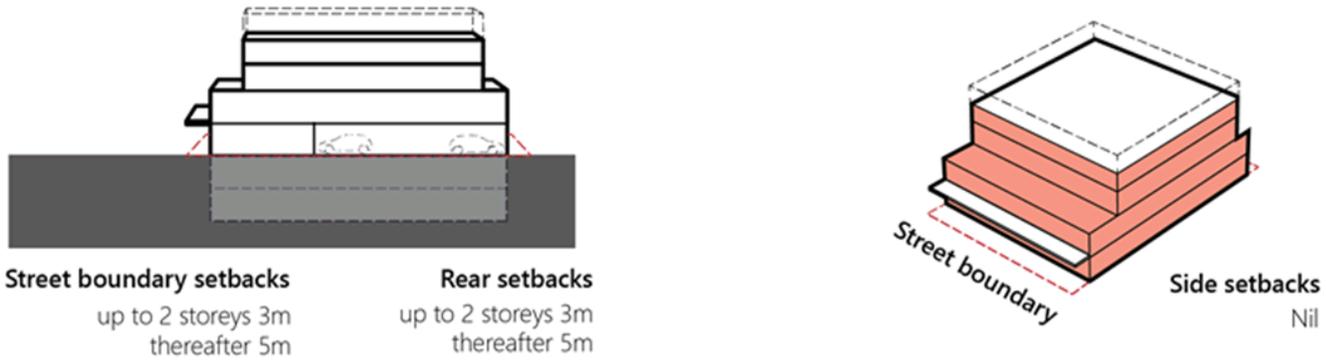


Figure 6 - Urban Frame Type C Sub-Precinct requirements

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5.6 Suburban Type A Sub-Precinct

5.6.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per Built Form Policy
Deep Soil Area	As per Built Form Policy

5.6.2 Podium

Podiums are not applicable in the Suburban Type A sub-precinct.

5.6.3 Building

Category	Deemed-to-Comply Requirement
Height	Maximum Acceptable 4 storeys (16m 15.5m) Potential additional height up to Maximum 5 (20m19m) storeys in accordance with Clause 6.1
Primary Setback	As per Built Form Policy
Side Setback	As per Built Form Policy
Rear/Other Setback	As per Built Form Policy
Transition Area Setback	Figure Series 7 of SPP 7.3 Vol 1 or Figures 2.2a & 2.2b of SPP 7.3 Vol 2

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5.7 Suburban Type B Sub-Precinct

5.7.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per Built Form Policy
Deep Soil Area	As per Built Form Policy

5.7.2 Podium

Podiums are not applicable in the Suburban Frame Type B sub-precinct.

5.7.3 Building

Category	Deemed-to-Comply Requirement
Height	Maximum <u>Acceptable</u> 3 storeys (12m)
Primary Setback	As per Built Form Policy
Side Setback	As per Built Form Policy
Rear/Other Setback	As per Built Form Policy
Transition Area Setback	Figure Series 7 of SPP 7.3 Vol 1 or Figures 2.2a & 2.2b of SPP 7.3 Vol 2

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5.8 Suburban Type C Sub-Precinct

Refer to Local Planning Policy 7.1.1 Built Form.

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5.9 Education and Civic Precinct

-Development is to be in accordance with the requirements of Urban Frame Type [B.A.](#)

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6 Other Requirements

6.1 Development Incentives for Community Benefit

Additional height stated in Section 5 may be considered depending on the extent of community benefit provided by a proposed development. This is discretionary and would only apply when the development achieves the development requirements set out in Section 5 of this Plan.

To calculate the additional discretionary height, the following is undertaken in order:

- a The proposal is assessed against, and must satisfy, all Mandatory Criteria.
- b The proposal is assessed against the Additional Criteria, listed below, and must achieve 50 points to be considered for 2 additional storeys above the acceptable height; or 100 points to be considered for the maximum height listed in Part 1, Clause 5.
- c The proposal is assessed against the General Objectives and Sub-Precinct Objectives to ensure that the additional height and community benefits do not contradict the intent of this Structure Plan.
- d The proposal is means-tested against the City's Long Term Financial Plan to ensure that the City is financially capable of supporting the whole-of-life costs of proposed new or upgraded community infrastructure items.
- ~~e~~ The decision-maker determines appropriate conditions to ensure the proposal delivers the requirements of the additional and mandatory criteria.

Mandatory Criteria

- 1 A transport analysis supports the additional vehicular movements generated by the proposal. The analysis also includes enhancement of pedestrian and cycle movement [within and to the development](#).

- 2 The development meets the energy efficiency requirements as set out in the Built Form Policy.

- 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.

- ~~4~~5 A servicing analysis supports the additional demand on infrastructure.

- ~~5~~7 Retention and enhancement of places of heritage significance ([Aboriginal or European](#)) that may be located on the development site or immediately adjacent.

- ~~6~~8 Provision of landscaping beyond the requirements of this structure plan. [This includes providing 5% more deep soil area above what is required by Part 1, Clause 5.1.3; and providing double the amount of trees required by Clause A3.3.5 of the R Codes Volume 2](#). The additional landscaping is to feature advanced planting on both the podium as well as the storeys above, with evidence of the ability for this to grow and be sustained.

Additional Criteria

Points

- ~~7~~9 Provision of energy efficiency infrastructure that goes beyond the requirements as set out in the Built Form Policy. [To be considered for this additional criteria the development must meet a 6 star Green Star rating or equivalent.](#) ~~20~~10

- ~~8~~10 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.~~ [universal access dwellings as follows:](#) ~~25~~10
 - [15 per cent of all dwellings, across a range of dwelling sizes, meet Gold Level requirements as defined in the *Liveable Housing Design Guidelines* \(Liveable Housing Australia\); or](#)
 - [8 per cent of dwellings are designed to Platinum Level as defined in the *Liveable Housing Design Guidelines* \(Liveable Housing Australia\).](#)

[Or](#)
[A dwelling type identified as a priority by the local government, such as aged and dependent dwellings, one-](#)

	bedroom apartments, key-worker dwellings or other innovative housing models with evidence that the dwelling type is needed and supported.	
9 11	Public or Community infrastructure improvements in the form of streetscape improvements, transport improvement , parkland enhancement, community space and contribution to individual infrastructure items such as a boardwalk, pedestrian arcade, library, community hall etc with evidence that the infrastructure is needed and supported within or in close proximity to the development at the discretion of the City.	10 -20 per infrastructure improvement depending on public benefit Maximum 40 20
10 2	Development Applicant has entered into a contract commits to deliver a minimum 10% affordable dwellings in partnership with an approved housing provider or not-for-profit organisation recognised by the Housing Authority.	50 20
11 3	Development sites, resulting from amalgamation, greater than 2000m² Providing an entire new piece of community infrastructure such as a public/community space, new road at a minimum width of 6 metres (only including those shown on the Structure Plan map), new pedestrian laneway at a minimum width of 4 metres (only including those shown on the Structure Plan map) or communal bike parking facility with evidence that the infrastructure is needed and supported within or in close proximity to the development.	5 40
12	Providing a new road at a minimum width of 6 metres. The provision of a new road is to be supported by active ground floor uses. Additional Criteria 12 is only available to the lots between Carr Place and Newcastle Street in the Urban Frame and Cityscape sub-precincts. The connection must provide vehicle access between Carr Place and/or Bold Court to Newcastle Street.	50
13	Providing a new pedestrian laneway at a minimum width of 4 metres. The provision of a pedestrian laneways is to be supported by active ground floor uses. Additional Criteria 13 is only available to the lots: <ul style="list-style-type: none"> • Between Vincent Street and Carr Place. The connection must provide pedestrian access from Vincent Street to Carr Place; • Between Newcastle Street and the Infrastructure Corridor (east-west pedestrian connection). The connection must provide pedestrian access from Newcastle Street to the Infrastructure Corridor (east-west pedestrian connection); 	40

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	<ul style="list-style-type: none">• Between Oxford Street and the Infrastructure Corridor (east-west pedestrian connection). The connection must provide pedestrian access from Oxford Street to the Infrastructure Corridor (east-west pedestrian connection); and• Shown with a Proposed Pedestrian Link on Plan 2.	
14	New Local or Neighbourhood public open space as defined by the City's Public Open Space Strategy. Providing 5% of the site area as open space in addition to the requirements of Part 1, Clause 5.1.12.	20 40

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PART

2

EXPLANATORY REPORT

1 Overview

1.1 Introduction

The Leederville Precinct Structure Plan (LPSP) area is located less than two kilometres north of the Perth CBD.

The Leederville Precinct (the precinct) is serviced by Leederville Train Station on the western edge of the area and is located approximately 15 minutes' walk from City West and West Leederville train stations. The LPSP area is also serviced well by bus networks, including frequent bus services along Loftus Street and Oxford Street. Additionally, Leederville has good accessibility to the freeway and is connected to a network of cycle and pedestrian paths. The precinct currently comprises a variety of land uses, including commercial, residential, education and retail.

The precinct is identified as a Secondary Centre in State Planning Policy No. 4.2 - Activity Centres for Perth and Peel (SPP 4.2). Activity Centres are community focal points that include a mix of land uses including commercial, retail, higher density housing, entertainment, community facilities, and medical services. As a Secondary Centre, it is important that Leederville does not develop as a single-purpose centre, but instead continues to expand on its offering of a wide variety of land uses.

The precinct boundary has been established using the Perth and Peel @ 3.5 million sub regional framework, the Precinct Design Guidelines, contextual review of the area and community visioning. The precinct contains a strong core of activity in close proximity to the train station. The core is framed by mixed and civic uses and supported by established residential areas to the north. The precinct contains large land holdings to the south and is physically bound by the Mitchell Freeway and Loftus Street. The north precinct boundary was originally noted as Richmond Street however to provide suitable transition from the Activity Centre, and to provide a plan for an 800m walkable catchment from the core, the boundary has been extended to Bourke Street.

1.2 Project Background

Imagine Vincent and the City's Strategic Community Plan (SCP) articulates the community's vision and aspirations for the future. The comments received as part of Imagine Vincent reiterated the need for a more considered approach to planning for the future development of Vincent and its centres, such as Leederville.

In addition to this for the Leederville area, the Leederville Masterplan Built Form Guidelines, adopted in 2012, establish building design requirements that provide a blueprint for the future redevelopment of the Leederville precinct.

The Built Form Guidelines, considered the planning framework at the time, sought to capitalise on the proximity to Leederville Station to encourage 'Transit Oriented Development'. Structured in two parts, the Built Form Guidelines begin by establishing the

general conditions for all new development, then sets out the detailed precinct guidelines and specific development criteria.

The City’s Local Planning Scheme No. 2 (LPS 2) was gazetted in May 2018, which rezoned land within the Leederville Precinct to accommodate higher density development.

Due to changes in State legislation, the existing framework is now considered insufficient to properly guide the development of Leederville into the future. On this basis, we have prepared an up-to-date and comprehensive Precinct Structure Plan for the Leederville Precinct that responds to the current and future needs of Leederville and provides all necessary guidance for planning decision-makers.

1.2.1 Developing the Vision

'Imagine Vincent' consultation for the City’s Strategic Community Plan (SCP) took place in 2017. This included the local community, stakeholders and Council Members articulating their expectation for industry leading planning and design outcomes. Council adopted the SCP in October 2018, including the six SCP themes; enhanced environment, accessible city, connected community, thriving places, sensitive design, and innovative and accountable. To build on the SCP and understand how to relate the six priorities to Leederville, the City launched 'Design Leederville'.

Step 1 was to understand the Leederville Precinct from a technical perspective through desktop research and site visits, culminating in a detailed SWOT Analysis (Appendix 1).

Step 2 was to inform the community and key stakeholders of what we found, and see if it matched with their personal experiences and knowledge. This provided further context, history and information about the current use of the precinct.

A key stakeholder is Leederville Connect, the local Town Team. Leederville Connect is highly engaged and consists of residents and businesses and includes sub-committees of Activations, Design, Business, Neighbourhood, Wellness and Communications.

Leederville Connect and the Design sub-committee has put together several design resources which evolve over time. This includes Leederville Narrative, Good ideas for Leederville, Leederville’s Character and Shared Spaces, Social Infrastructure in Leederville, Leederville’s User Experience and Making Good Places. The Design Resources help inform new design proposals and convey what is needed in the centre from the Town Teams perspective. The Town Team continues to work with the City to achieve the best outcomes for Leederville.

The 'Design Leederville' process continued the conversation of Imagine Vincent, engaging the local community and visitors in the development of a vision for the precinct.

The Design Leederville schedule was as follows:

Engagement	Action/Intent	Date
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Imagine Vincent Consultation page	A gallery of ideas which called for submitters to share their vision for the future of Leederville; and A map of ideas which asked submitters to use aerial imagery to pin-point locations of specific ideas.	27 September – 23 November 2019
Meet the project team	The team set up at the Eaterville event in the Leederville Village Square to promote the Design Leederville campaign.	13 October 2019
Gallery of ideas one	The team setup the ideas gallery in the Oxford Reserve and subsequently moved to the Leederville Village Square for the evening Eaterville event. The gallery included ten initial ideas from stakeholders some arising from the context report and some coming out of the initial stakeholder interviews. Each of these are matched to the six Council Priorities of the Strategic Community Plan to outline what the idea would achieve.	20 October 2019
Gallery of ideas two	The team setup the Design Leederville ideas gallery in Oxford Reserve, the gallery maintained all input from the previous gallery so that new submitters could review and build on the comments.	26 October 2019
Community Workshop	The team setup at the Library with the gallery of ideas and also ran a workshop to discuss and understand ideas created by the Community in the Workshop	16 November 2019

The Outcome of Design Leederville in Appendix 5 shows the major themes gathered from the community related to the Strategic Community Plan (SCP). The key ideas and outcomes of 'Design Leederville' including the ideas gallery and workshops were collated into a draft vision that became the vision and objectives of this structure plan.

Following Council adoption, the LPSP is advertised to the general public to test whether the City has accurately reflected the comments received during the initial engagement stages. This section will be updated following advertising.

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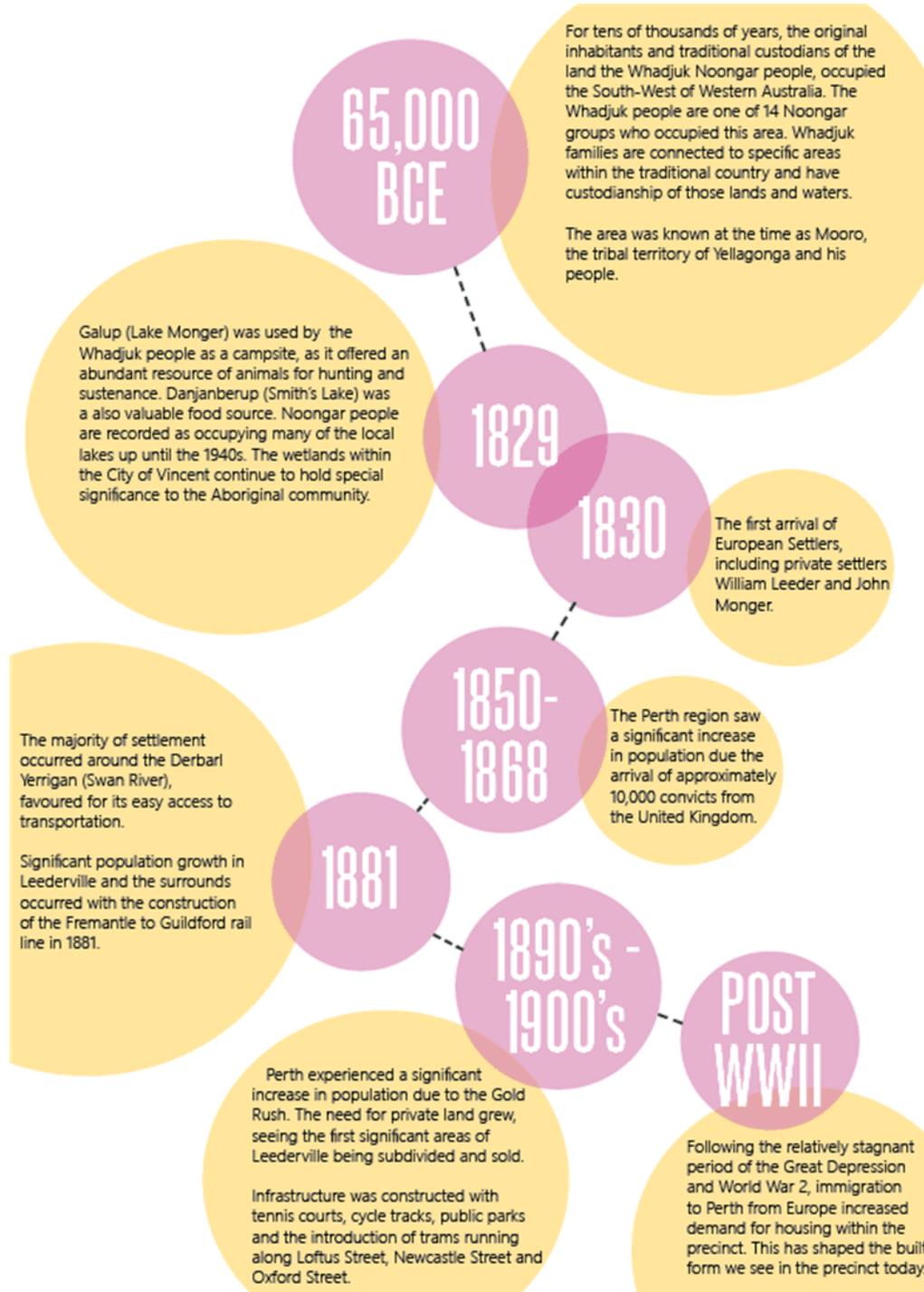


Photos – Ideas Gallery ('Eaterville', October 2019)

1.3 Purpose

The LPSP sets 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.

2 Site Context



2.1 Historical context

The original inhabitants and traditional custodians of the Perth area are the Whadjuk Noongar people, one of 14 Noongar language groups in South West Western Australia.

The land on which the City of Vincent sits today incorporates twelve former wetlands and a stretch of Swan River of practical and spiritual importance to Whadjuk Noongar people.

There are nine registered Aboriginal heritage sites in Vincent, with several sites in the Leederville area centred around Galup or Lake Monger.

Galup (Lake Monger) was used by Aboriginal people as a camp site as it offered abundant resources (frogs, root tubers, turtles, gilgies and waterfowl) for hunting and sustenance, particularly in late spring (Kambarang) and summer (Birak & Bunuru).

In addition to everyday subsistence, the wetlands provided a place for ceremonial gatherings and meetings. The lake, originally much larger in area than the present day Lake Monger, was also associated with Noongar spiritual beliefs relating to the Waugul whose mythological journey to the sea was understood to have created freshwater sources such as lakes and wetlands. (McDonald, Coldrick, Villiers, 2005)

At the time of the establishment of the Swan River Colony in 1829, the chain of lakes and wetlands extending from Yanchep south to the Swan River (Derbarl Yerrigan) was part of Mooro Country, the domain of Yellagonga and his people. After the arrival of European colonists, Yellagonga was forced to relocate from the foot of Mt Eliza to Galup, known to Europeans as Monger's Lake (later Lake Monger) after settler John Henry Monger.

John Monger and William Leeder (after whom the suburb was named) were among the early European landholders attracted to the area because of its proximity to Perth and the existence of a permanent fresh water supply. However development of the land around Monger's Lake by European colonists proceeded slowly until the late 1800s.

During the early colonial period, Galup/Lake Monger was the site of both conflict and attempts at co-existence between European settlers and the Whadjuk Noongar people. It was the site of a government ration depot which had the dual purpose of providing food to Whadjuk Noongar people but also keeping them out of the Perth township (Lynch, 2018).

In May 1830, after a confrontation with settlers near Mt Eliza in Perth, a group of Whadjuk people retreated to their camp at Galup/Lake Monger and were followed and attacked by soldiers in a show of force intended to discourage future clashes (Hunter, 2006).

Three years later in 1833, Lake Monger was also the site of an unusual meeting brokered by colonial officials and settlers that involved Menang Aboriginal leaders from Albany (who were seen by colonists as more compliant) and local Whadjuk Noongar leaders and families in an attempt to encourage dialogue and improve Aboriginal settler relations. (Hunter, 2006)

Within a few years of colonisation, the life of the Noongar people was irrevocably and harmfully impacted. Numerous deaths occurred as a result of conflict, lack of access to

traditional food sources and the devastating effect of diseases to which they had no natural immunity (Green, 1984).

Despite these negative impacts, there is record of Whadjuk Noongar people continuing to camp in the vicinity of Lake Monger and using the lake's resources until the 1920s and 1940s (O'Connor, Quartermain, Bodney, 1989).

The Noongar people who remained on the fringes of settlements, such as Galup/Lake Monger, are believed to have been able to do so by building relationships with European settlers. They often worked for these families as servants and manual labourers while being 'permitted' to live on what remained of earlier camping places and food sources at the edges of lakes, rivers and swamps. (Cook, 2018)

From 1850 to 1868, after decades of economic and demographic stagnation, the colonial population grew with the arrival of approximately 10,000 convicts from the United Kingdom. Convicts provided labour to build and improve infrastructure and assist in agricultural production. As the demand for food increased with population growth, the wetlands and surrounding areas north of Perth were largely used for market gardens, dairy farming and poultry farms. In ensuing decades, the wetland areas of Leederville came to be cultivated by predominantly Chinese market gardeners (Atkinson, 1986.)

In the 1870s, after more seasonal flooding several of the lakes north of Perth were drained including Lake Georgina (located south of present day Leederville Oval) which allowed Newcastle Street to be extended westward.

In the last two decades of the 19th century, two factors shaped the pattern of settlement in the district: the arrival of the railway; and the discovery of gold.

Completion of the Fremantle to Guildford railway line in 1881 promoted subdivision and residential development to the west, north and east of the Swan River.

The discovery of gold in Western Australia in the 1890s resulted in a huge increase in the state's population and increased demand for housing. To accommodate the demand, rural allotments close to Perth, including the vast Leeder Estate which made up about 75% of the present suburb of Leederville, were gradually subdivided and progressively released for sale.

Promoted under names like Leeder Estate, Lake View Estate and Leederville Station Estate, advertisements stressed the special features of the area, its proximity to Perth, Lake Monger and later the Leederville train station (now West Leederville train station).

Leederville was granted its own Road Board in 1895 and became a Municipality in 1896. During this period, many public and commercial buildings were constructed including Leederville Primary School (1894), Leederville Post Office (1897), the Leederville Hotel (1897) and the Leederville Police Station (1898).

The Metropolitan Waterworks Board Pumping Station was established on the corner of Newcastle and Loftus Streets in the early 1900s and beginning a long association between the suburb of Leederville and water management in Western Australia.

The late 1890s and early 1900s also saw the construction and expansion of a tramway network and recreational amenities. In 1903, Lake Monger was made a reserve for public park and recreation. A government reserve was created between Vincent and Richmond Streets, the western end of which became Leederville Oval in 1915 with tennis courts and cycle tracks as well as football facilities.

In 1914, when the Perth, North Perth and Leederville municipalities came together to form 'Greater Perth', Leederville had a mix of residential, commercial and industrial buildings, well established roads and transport corridors, piped water (installed in 1911) and good public amenities and recreational facilities.

Following the relatively stagnant period of the Great Depression and inter-war years, immigration from Europe increased after WWII, spurring increasing demand for new and improved housing and commercial buildings in the area.

Around Oxford and Newcastle streets, new shops and office buildings replaced many of the older residences. In 1948, a technical trade school was built in Leederville as part of an Army training scheme. This later became known as the Leederville TAFE and is currently the North Metro TAFE.

Transport also changed in the post-war period with trams and trolleybuses replaced in the 1960s by buses and cars. In 1973, the construction of the Mitchell Freeway saw the suburb of Leederville cut in half with creation of a physical barrier to accessing Lake Monger from the east.

In the 1970s, Western Australian Water Authority built a new administration building on the site of the old Metropolitan Waterworks Pumping Station on Newcastle Street, which was replaced in 1980 by the John Tonkin Water Centre, which remains the head office of the Water Corporation.

In the early 1990s, construction of the Northern Suburbs railway line had a flow-on effect for Leederville with residents gaining easy access to rail transport at the Leederville Station at the southern end of Oxford Street. The nearby shopping area on Oxford Street was also redeveloped into a popular café strip.

In 1996, newly created Town of Vincent built offices on the corner of Loftus and Vincent Street on the site of a Government Reserve (and former rubbish tip). The Vincent Administration and Civic Centre is adjacent to the Loftus Recreation and Community Centre, which opened in 1988 and was refurbished in 2008.

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2.2 Aboriginal and cultural heritage

Aboriginal Heritage

There are four Heritage sites, including two registered Aboriginal Heritage sites, important to the precinct, these are detailed below (Figure 7 - Aboriginal heritage sites).

Galup (Lake Monger) - Registered Site 3788

Galup provided an abundance of wildlife and flora, the lake was a hunting ground and campsite for the Whadjuk Noongar people. As with most water bodies in the region, the lake is associated with the Waugal mythology.

'The Waugal is the major spirit for Noongar people and central to our beliefs and customs. Waugal has many different spellings, including Waakal, Wagyl, Wawgal, Waugal, Woggal and Waagal. The Waugal is a snake or rainbow serpent recognised by Noongar as the giver of life, maintaining all fresh water sources.'

(<https://www.noongarculture.org.au/> - 2020)

The area was called Keiermulu which translates to 'the home fires or camp'.

The place has historic and social value for the Whadjuk Noongar people who used the place for food, shelter and spiritual reasons.

Galup (Lake Monger) Velodrome – Registered Site 3323

Associated to the major Galup site is the Velodrome. The place is identified as a camp with artefacts still occurring.

Danjanberup (Smith's Lake) - (Heritage Place No. 3572)

The Heritage site is identified as a Meeting place. It is part of a large lake and swamp complex. Nearby Lake Henderson and associated with the Waugal.

Franklin Street Oval – (Heritage Place No. 4322)

The heritage place is identified as a burial site.

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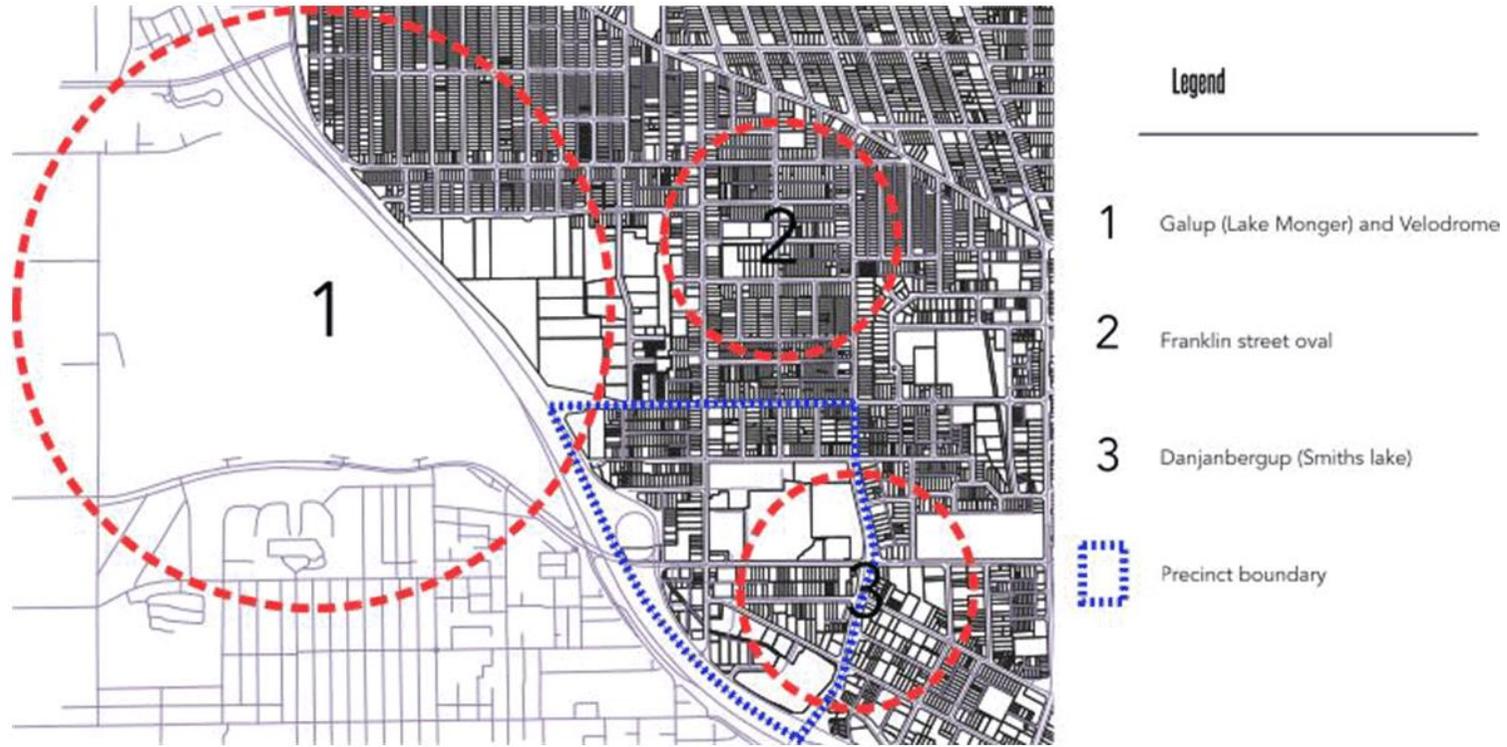


Figure 7 - Aboriginal heritage sites

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Leederville Precinct Structure Plan

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Cultural Heritage

In the early 1900s market gardening in Perth was done almost exclusively by Chinese people. Many of the Chinese gardeners were from the Guangdong Province which was predominantly a rice, fruit and vegetable growing area. They were familiar with small scale, intensive and communal agricultural labour practices.

Due to the Restricted Immigration Act 1901, people of Chinese origin were subjected to strict immigration policies including restrictions on owning land. They were not permitted to bring their families to Australia. Due to the restrictive immigration and racism which banned Chinese people from selling produce to government agencies and at the Perth Markets.

Gradually as demand for land for buildings and parks grew, the Chinese swamp gardeners were pushed out of the Northbridge and North Perth area. In the 1920s an influx of southern Europeans established market gardens in outlying areas. Technological changes such as irrigation systems and fertilisers meant that more marginal land could be used for growing food.

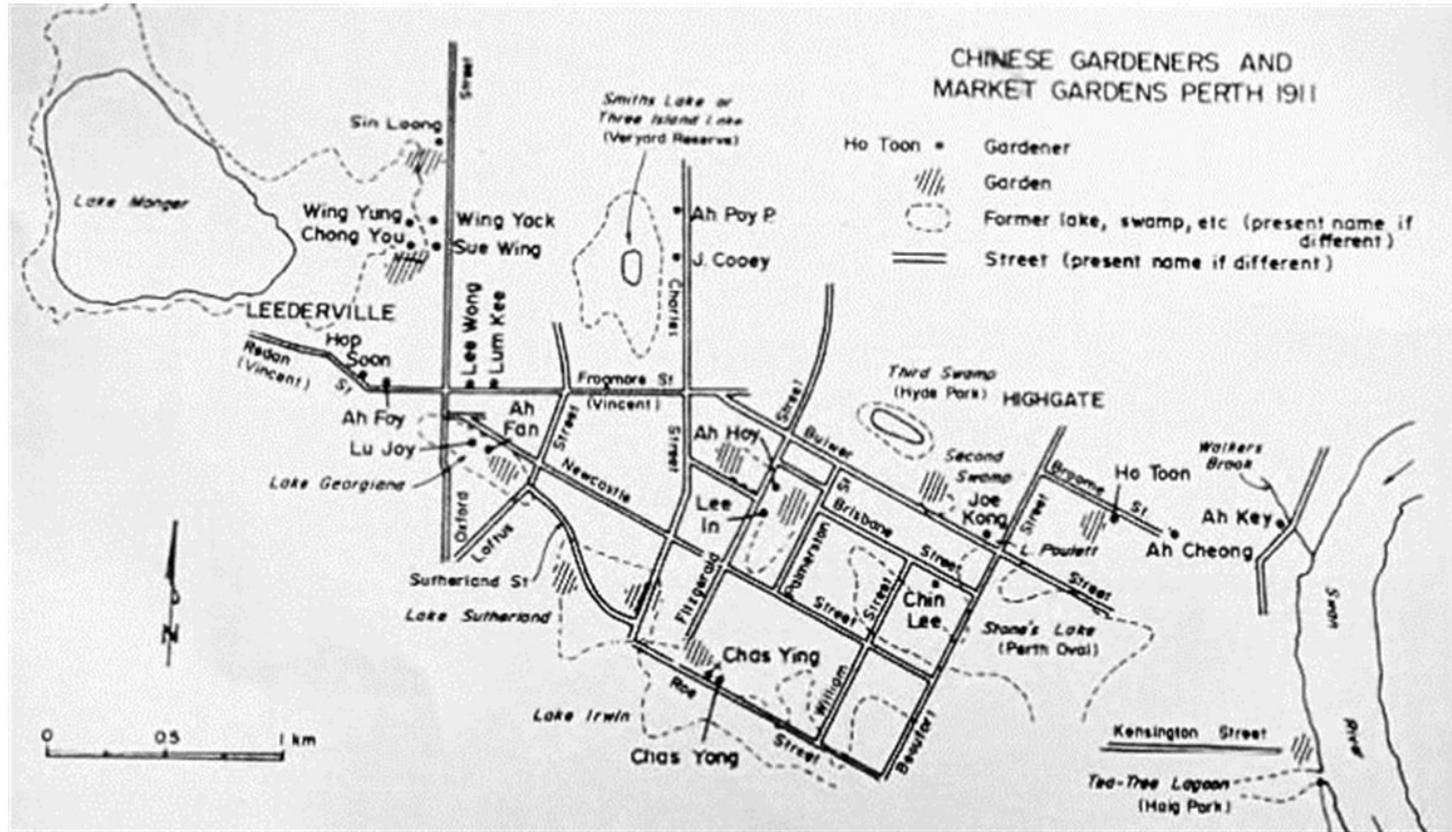
With no family, and no new Chinese immigrants arriving in Perth, the Chinese swamp gardeners gradually disappeared from Perth (Atkinson 1984).

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Picture – Historic Map of Market Gardens (WA Museum Boola Bardip, 2020)

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2.3 Centre Classification

2.3.1 Regional context

Leederville is recognised as a 'Secondary Centre' in the *Perth and Peel @ 3.5 Million – Central Sub-Regional Planning Framework*, making it the highest order activity centre in Vincent. The hierarchy of centres is defined under State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2), with the role and function of the 'Secondary Centres' being to provide a range of services, facilities and employment opportunities to their catchment area.

Leederville has strong car, bus, train and cycle transport connections due to its proximity to the Mitchell Freeway, Loftus Street, Vincent Street, Leederville Train Station, and the principle shared path. Being in close proximity to the Perth CBD makes the area a strong employment node in the central sub-region.

Leederville is important for meeting the housing and employment demands of Perth's future population growth, with an opportunity that Leederville will facilitate additional residential development and employment generating land uses.

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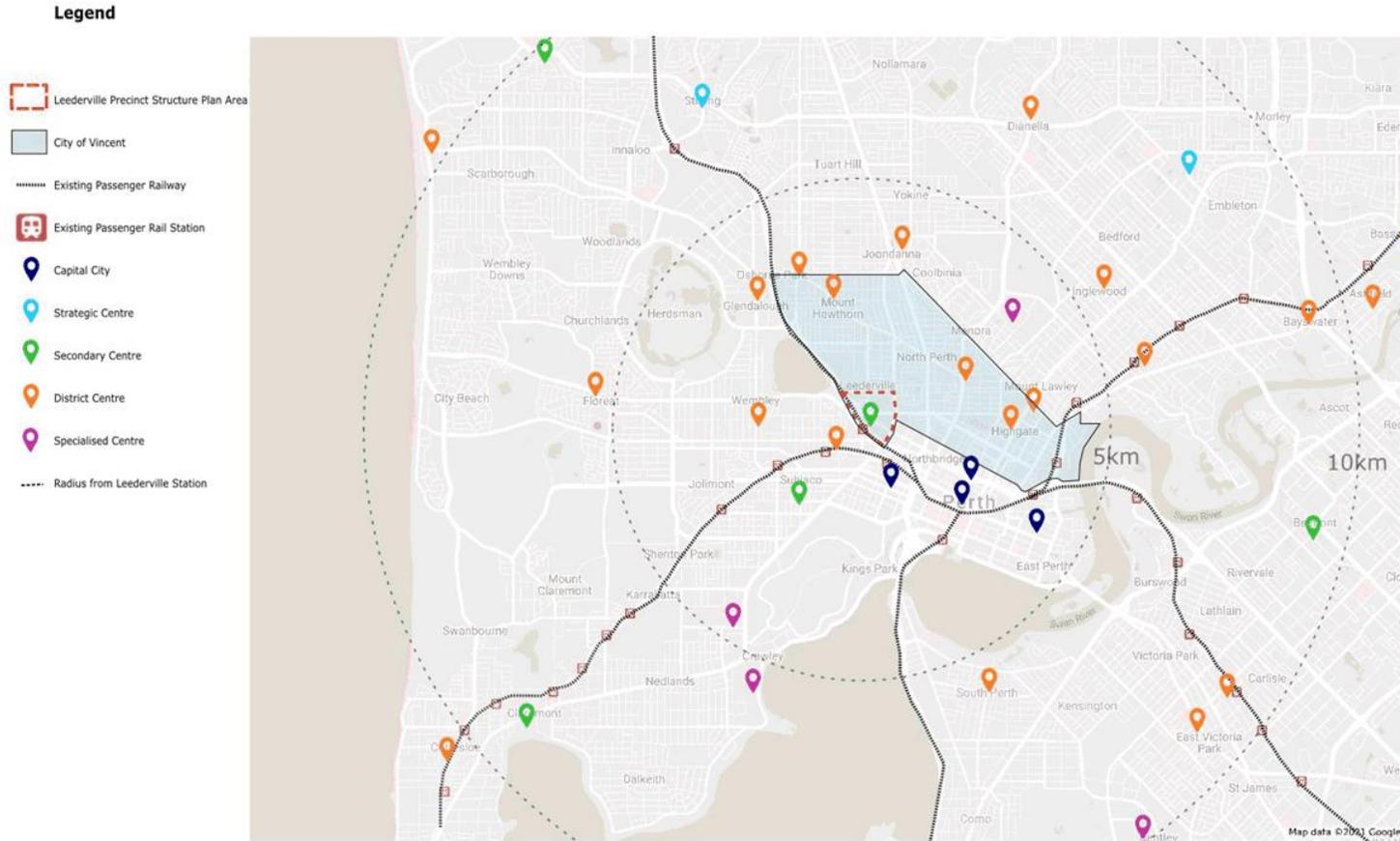


Figure 8 - LPSP Centre Context

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2.3.2 Local Context

The Leederville Precinct is a vibrant hub of activity that is highly valued by both the local and wider community. Located within the City of Vincent, Leederville is one of five town centres in the municipality. The centre has a unique character and is known for its alternative atmosphere and café culture, which services not only its residential catchment but also the broader Perth metropolitan area. The Leederville Precinct provides an important hub of local community infrastructure, with the City of Vincent administration and civic centre, library and community centre accommodated in the precinct.

Alongside the recognition of Leederville's role to support increased employment, economic activity, and residential development, local strategic planning documents which reflect the need for future development to respect its local context are required. Design that is contextually correct in terms of surrounding neighbourhoods and development, is an important element of the local strategic planning framework.

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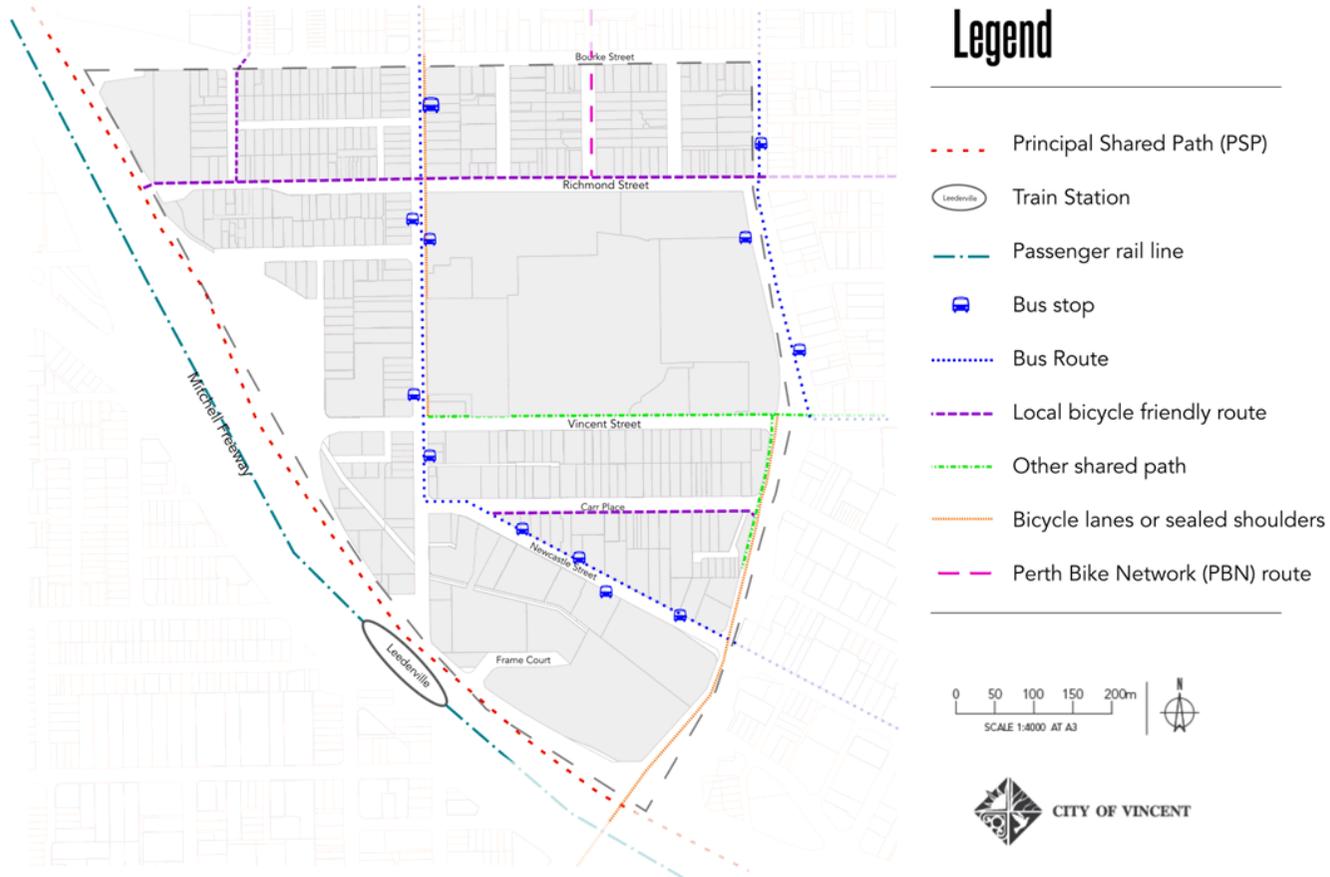


Figure 9 - Local Transport Linkages

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2.4 Property ownership

2.4.1 Private Landholdings

As seen in [Figure 10 - Property Ownership](#), the number and dispersion of private landholdings is significant. Some landmark sites include:

- (1) Leederville Hotel; and
- (2) The ABN Building.

2.4.2 Public landholdings

State and local government buildings aggregate to the centre or on the northern part of the precinct ([Figure 10 - Property Ownership](#)). Owing to its connection to the precinct, the City of Vincent's Administration building is located towards the east of the area. Some landmark sites include:

- (3) Water Corporation administration building;
- (4) City of Vincent administration building;
- (5) Leederville oval;
- (6) Loftus recreation centre;
- (7) The Avenue Car Park;
- (8) Oxford Street reserve;
- (9) School of Isolated and Distance Education; and
- (10) TAFE.

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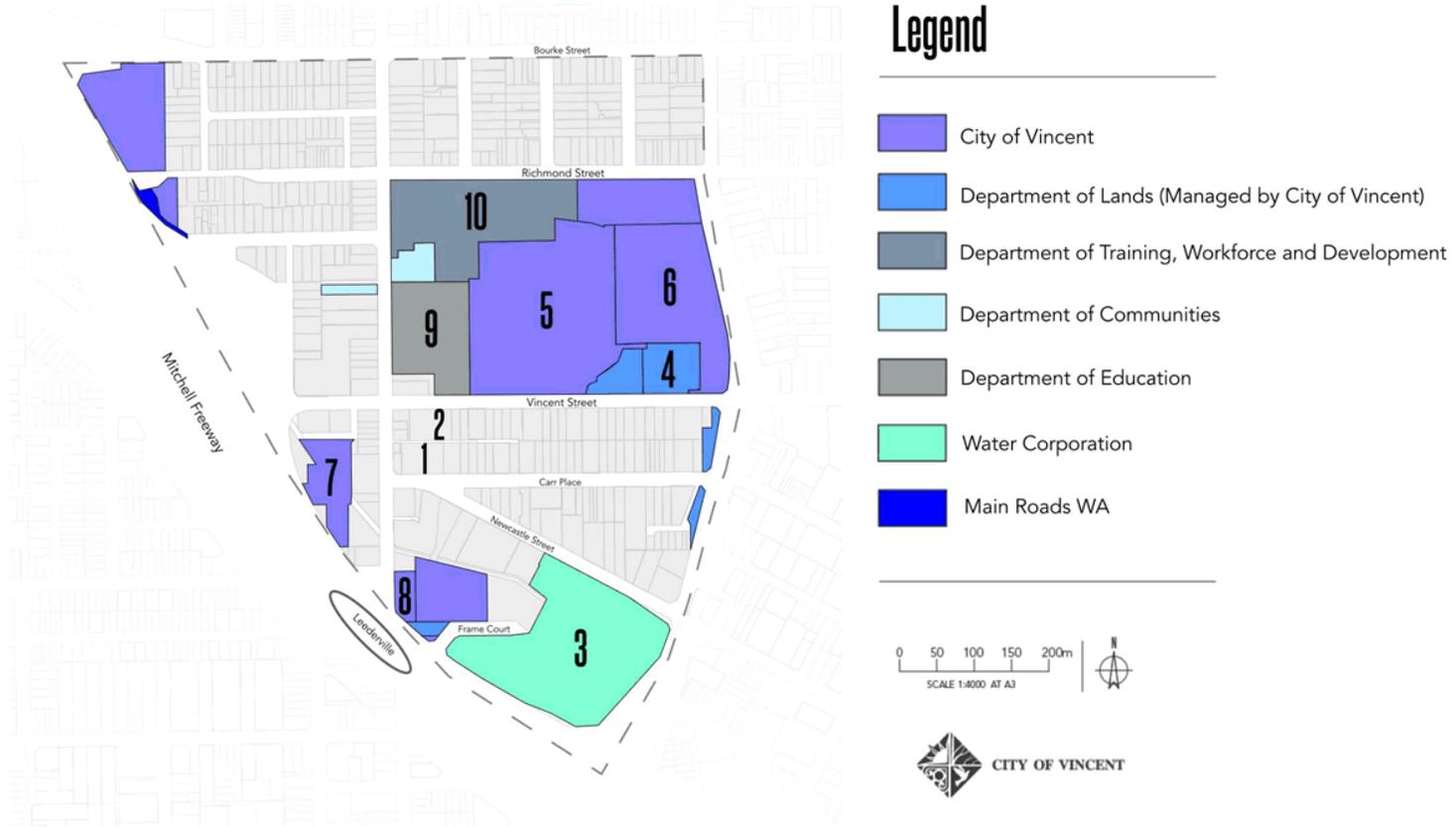


Figure 10 - Property Ownership

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2.5 Existing land uses

The Leederville Precinct features a diverse mix of residential, business, community, utility services and supporting retail, hospitality and entertainment amenities. There are 655 dwellings, with approximately 19,250 square metres of non-residential floor space within the Precinct Plan area (ABS, 2016).

Due to the maturity and recent redevelopment trends of the precinct, there is a good mix of uses between commercial, retail, residential, health, and community and civic. Residential land has experienced a substantial increase from none in 1990 to 9.2% of total floor space within the Precinct in 2015. Breakdown of land uses as analysed were as follows:

- Business – 31.5 per cent;
- Community services – 31.5 per cent;
- Retail – 9.3 per cent (19,250sqm non-residential);
- Entertainment – 7.3 per cent; and
- Residential – 9.2 per cent (655 dwellings).

The majority of the Precinct's office space is occupied by the Water Corporation building located on the corners of Loftus and Newcastle Street. Other well-known venues such as the Leederville Hotel, Greens and Co., and Pinchos occupy a comparatively large portion of overall entertainment venues. Most of the existing residential population is located at the east of the Precinct around Carr Place and to the north, along Richmond Street. Some larger

apartment complexes have also been completed within the last five years, such as those between 281-287 Vincent Street.

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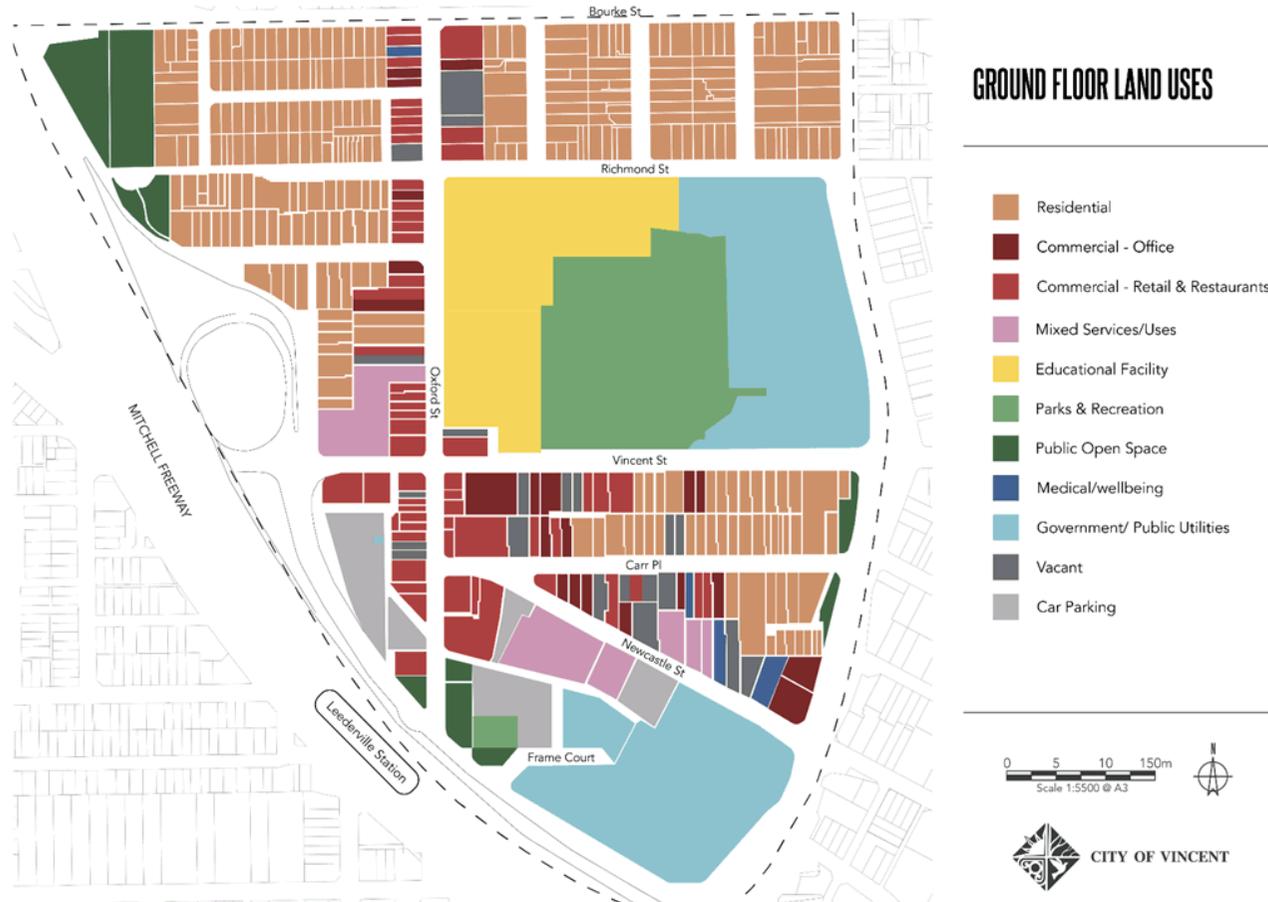


Figure 11 - Existing land uses

2.6 Demographic profile

An in-depth review of the demographics of the precinct is contained within the [Economic Profile Report](#) ~~Economic Profile Report~~ (Leederville Activity Centre Structure Plan Part 1: Background population, demographics and economic profile). Key data points are summarised below.

2.6.1 Residential population

As of 2017, the usual resident population of the Leederville Precinct was 1,137, which is forecast to grow to 3,175 persons by 2041, representing an average annual increase of 3.7%.

2.6.2 Age

Between 2001 and 2016 the precinct has seen a 2.9% fall in the number of children under the age of 15. On the contrary, the proportion of the population aged between 20 and 40 has increased by 5.9%. The increase in the young population with a simultaneous decrease in the number of children would suggest the precinct is predominantly made up of working professionals.

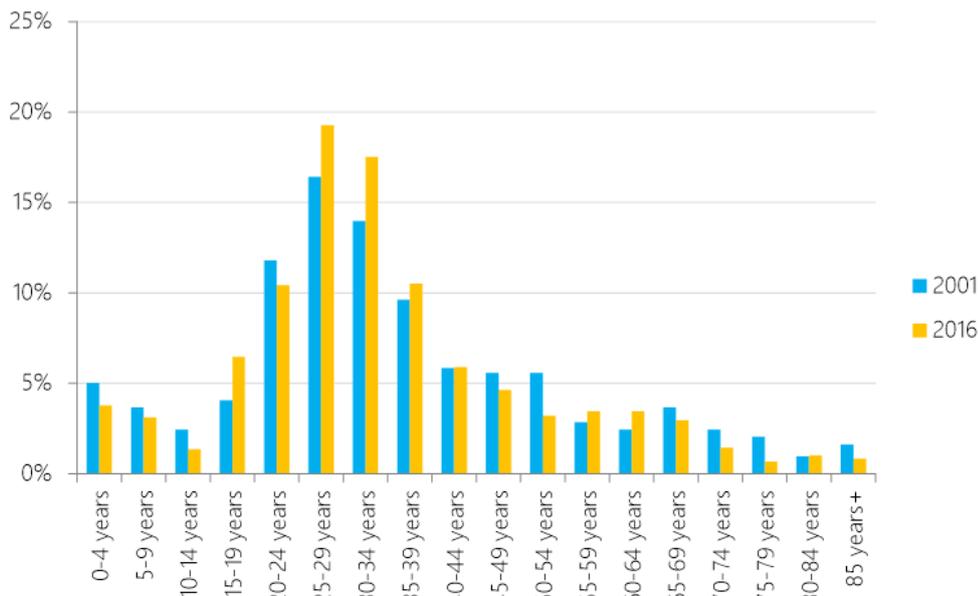


Figure 12 - Age demographics for residents within LPSP 2001-2016

2.6.3 Dwelling forecasts

Based on the population forecast, estimated future household size and dwelling occupancy, the number of dwellings to 2041 has been estimated at 1,528 dwellings, up from 655 in 2016. This equates to an additional 35 (approximately) dwellings per year over the period.

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	2016	2021	2031	2041
Population	1334	1604	2364	3175
Average Household Size	2.1	2.13	2.14	2.14
Occupancy	97%	97%	97%	97%
Dwellings	655	775	1138	1528

Figure 13 - Forecasted dwelling requirements to meet population demand

2.6.4 Other key demographic indicators

As noted in Appendix 1, the following summarises the key socio-demographic characteristics of the precinct:

- Personal (\$59,007) and household (\$130,285) incomes within the catchment area are significantly above the Perth metropolitan (\$44,873 and \$115,842) and Australian (\$39,800 and \$101,610) averages.
- The average household size within the precinct is 2.2, which is below the Perth Metropolitan average of 2.6. Likely driven by a high proportion of lone person households 17.8% compared to the metropolitan average of 10.2%.
- There is a high proportion of 30-39 and 20-29 year olds (20.9% and 18.8%) compared with the metropolitan average (15.2% and 14.6%).
- Residents of the catchment area are largely homeowners (58.2%) of which most have a mortgage. The precinct has a significant proportion of renters (41.3%) compared to the metropolitan average (27.4%).
- The precinct is largely made up of Australian born residents (60.9%) which is in line with the metropolitan average (61.4%).
- Couples with dependent children are the largest family type within the catchment area at 40.6% followed by couples without children at 27.5%.
- Residents generally have one (43.4%) or two cars (38%), in line with the metropolitan average.

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3 Planning Context

3.1 Zoning and Reservations

3.1.1 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a statutory State Government planning instrument which broadly guides the distribution of land use throughout the Perth metropolitan region by designating 'zones' and 'reserves'.

Most of the Leederville Precinct is zoned Urban over its commercial, residential and retail landholdings. The remainder of the land is reserved for Parks and Recreation (Leederville Oval), Technical School (TAFE Leederville), Primary Regional Road and Other Regional Road (Figure 14).

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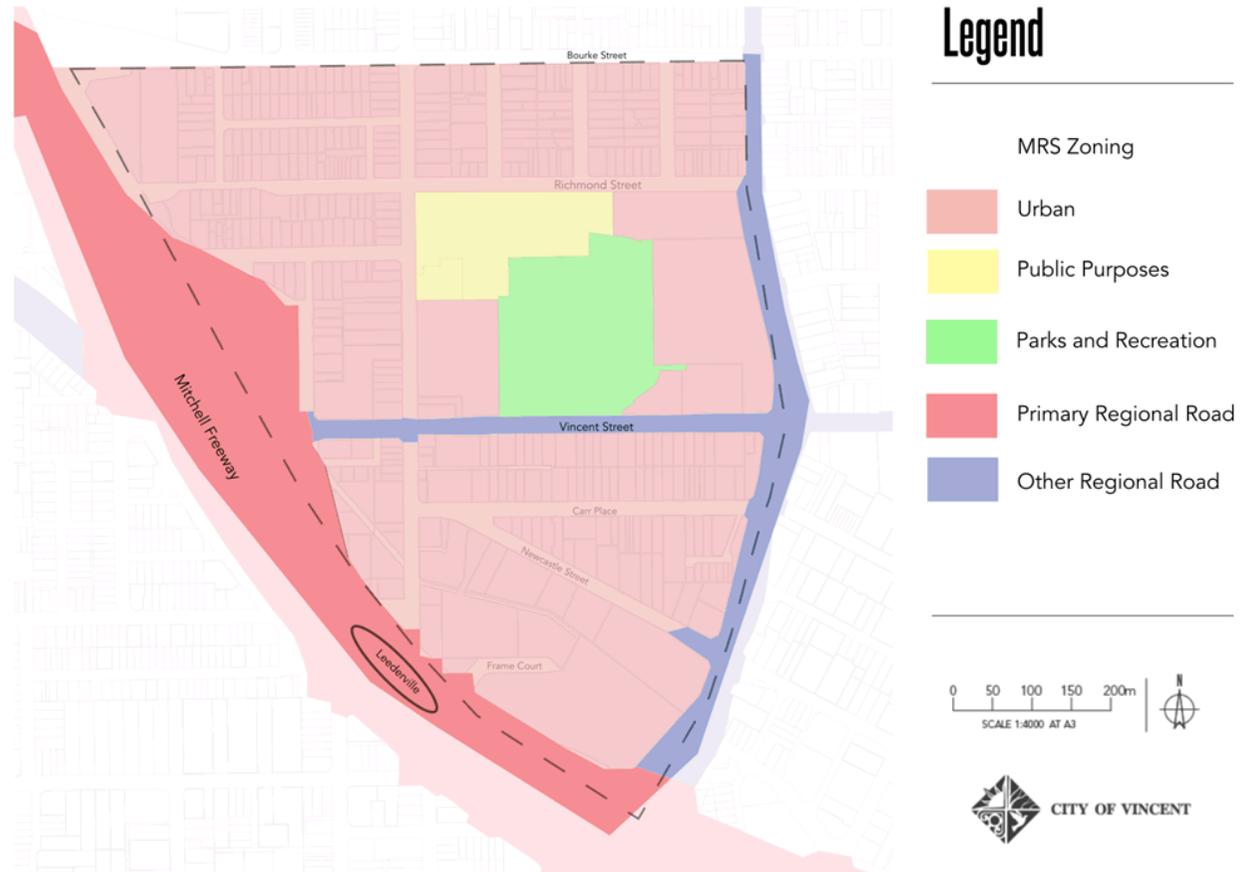


Figure 14 - MRS zoning

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3.1.2 Local Planning Scheme No.2

The Leederville Precinct is predominantly zoned Regional Centre (RC) under the City's Local Planning Scheme No. 2. The Precinct also contains Residential and Commercial zoned areas to the west and north of the precinct area. The City's administration offices, library and community centre (including Loftus Recreation Centre) are reserved for Public Purposes ([Figure 15 - Local Planning Scheme zoning](#)~~Figure 15 - Local Planning Scheme zoning~~).

Scheme Amendment 7 is currently progressing to classify the entire area as a 'Centre' zone. The result of this will be that all zones and reserves are allocated through the Leederville Precinct Structure Plan, rather than by the Scheme. This will also remove any conflicts between the land use permissibility afforded by the two documents.

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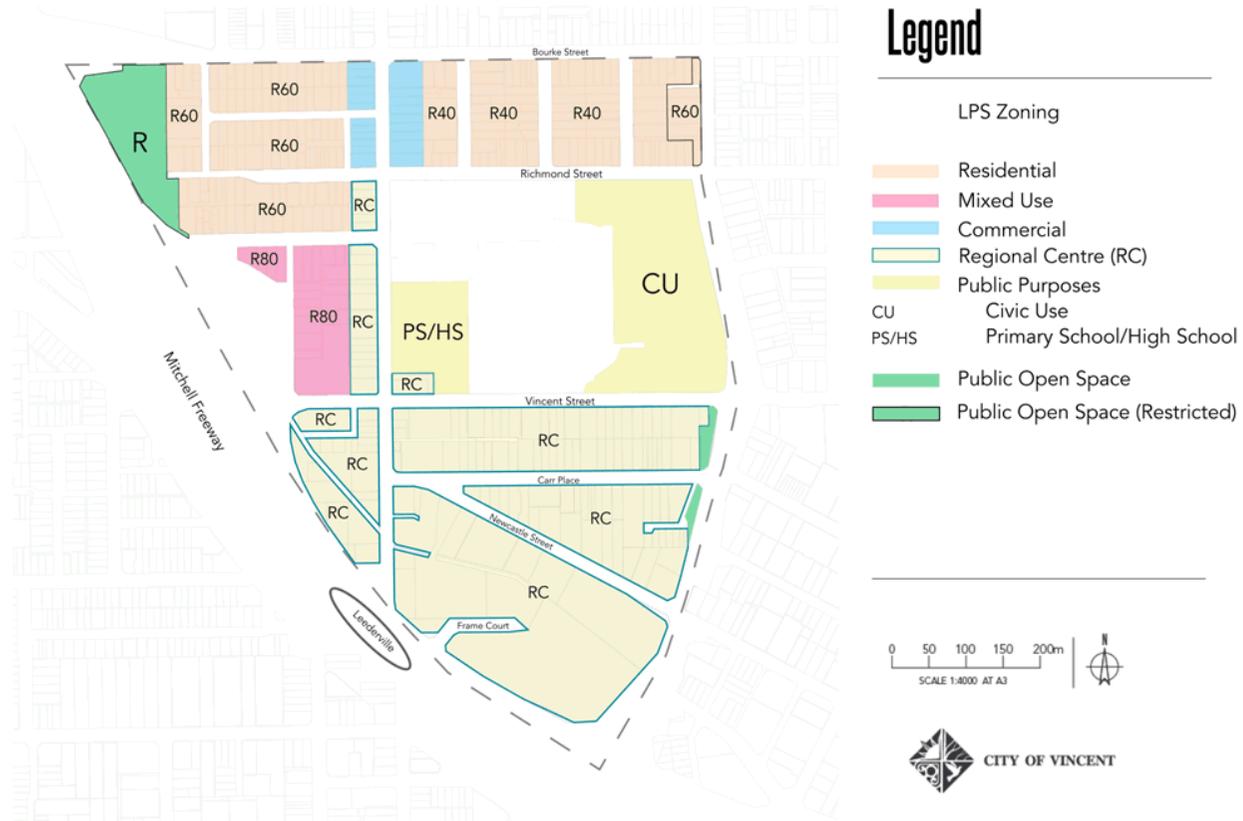


Figure 15 - Local Planning Scheme zoning

3.2 Regional and sub-regional framework

Perth and Peel @ 3.5 Million

The WAPC released the Perth and Peel @ 3.5 million land use planning and infrastructure framework in March 2018. It sets out an overarching framework for the Perth and Peel region to shift to a more sustainable development pattern to accommodate a population of 3.5 million people by 2050.

Perth and Peel @ 3.5 Million provides guidance on where new urban and infill development should occur over the next 30 years to minimise the negative impacts of urban growth on the environment, areas of heritage significance, land availability, and infrastructure.

The City of Vincent is located within the Central Sub-Region of the framework, which forms part of the regional implementation strategy for *Perth and Peel at 3.5 million*. This catchment is forecast to accommodate 468,000 additional people by 2050, bringing the population in this region to over 1.2 million people.

The framework indicates that there will be an additional 11,490 dwellings and 25,270 people in the City of Vincent by the year 2050. More specifically for the Leederville Precinct, the framework anticipates an increase in job numbers from 3,970 in 2011 to 6,610 in 2050.

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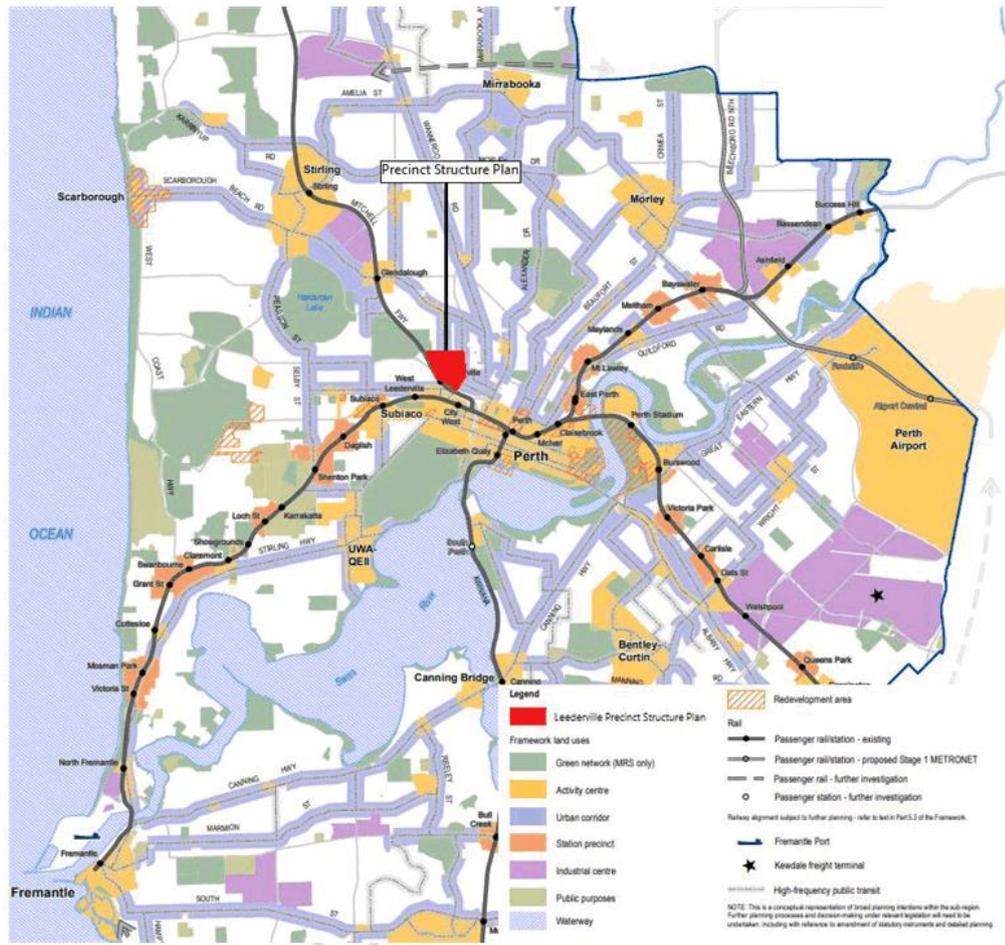


Figure 16 - Precinct metropolitan context (Perth and Peel @ 3.5 million)

3.3 State planning policies

The following State Planning Policies require and guide the development of the LPSP. In the development of the LPSP the documents have been considered, the manner and form followed, and the requirements addressed.

State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2)

SPP 4.2 specifies requirements for the planning, design and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel.

SPP 4.2 is primarily concerned with the distribution, function, broad land use and urban design criteria of activity centres and coordinating their land use and associated infrastructure planning. Activity centres are community focal points, and can include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic or community, higher education, and medical services.

SPP 4.2 guides the preparation and review of local planning strategies, schemes and structure plans, and development control. SPP 4.2 covers the following types of activity centres:

- Perth Capital City
- Strategic Metropolitan Centres
- Secondary Centres
- Specialised Centres
- District Centres
- Neighbourhood Centres (supplemented by Local Centres)

Leederville is classified as a Secondary Centre in SPP 4.2. Secondary Centres share similar characteristics with larger Strategic Metropolitan Centres (i.e. Joondalup, Morley, Midland), but serve a smaller catchment and offer a more limited range of services, facilities and employment opportunities. They perform an important role in Perth's economy and provide essential services to their catchments.

In total, SPP 4.2 identifies 19 secondary centres across the central, north-west, north-east, south-west, south metropolitan peel sub-regions. SPP 4.2 specifies the density targets of Secondary Centres, being a minimum 25 dwellings per gross hectare, and a desirable 35 dwellings per gross hectare within a 400m walkable catchment of the centre.

In December 2020, a revised draft SPP 4.2 was released along with the 'Precinct Plan Manner and Form' and 'Precinct Design Guidelines'. These three new documents along with the substantive SPP 4.2 have all been used to aid the design of this Precinct Structure Plan.

State Planning Policy 5.4: Road and Rail Transport Noise (SPP 5.4)

The purpose of SPP 5.4 is to minimise the adverse impact of road and rail noise on sensitive land uses or developments within a specified distance of significant freight and traffic routes.

SPP 5.4 applies to the preparation and assessment of planning instruments where any of the following are proposed:

- Noise-sensitive land-use within SPP 5.4's trigger distance of a transport corridor.
- New or major upgrades of roads.
- Any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.

SPP 5.4 identifies the State's transport corridors and the trigger distances to which the policy applies. As noted in [Figure 17 - SPP 5.4 affected areas](#), the Leederville precinct is significantly affected by 'strategic freight or major traffic route' (Mitchell Freeway), 'other significant freight or traffic route' (Vincent and Loftus Streets) as well as the 'Metropolitan passenger railway' (Leederville station, Joondalup line).

The trigger distances should not be interpreted to predict whether land is or is not affected by noise. Instead, where any part of the lot is within the specified trigger distance, an assessment against SPP 5.4 is required to determine the level of transport noise management or mitigation required. This is usually undertaken at the time of development application. Part 1 of the LPSP includes a trigger to this effect.

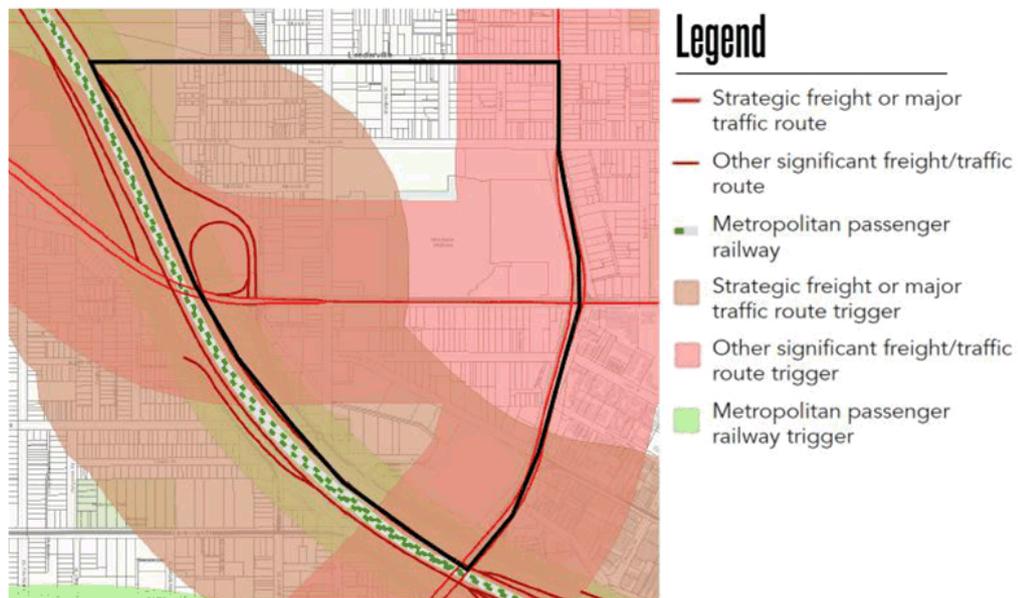


Figure 17 - SPP 5.4 affected areas

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0)

The Design of the Built Environment policy addresses the design quality of the built environment across all planning and development types, to deliver broad economic, environmental, social and cultural benefit. It is also intended to improve the consistency and rigour of design review and assessment processes across the State.

Design WA Stage One became operational following publication the Government Gazette on 24 May 2019. Stage One includes the release of State Planning Policy 7.3 Residential Design Codes Volume 1 and Volume 2, and Design Review Guide.

State Planning Policy 7.2 Precinct Design (SPP 7.2)

SPP 7.2 guides the preparation and evaluation of planning proposals for areas that require a high level of planning and design focus due to their complexity - such as planned infill development, activity centres or areas with certain values such as heritage or local character.

The Guidelines introduce the concept of design review into precinct planning through six performance-based design elements. The Guidelines have been built upon the 10 Design Principles contained in SPP 7.0.

State Planning Policy 7.3 Residential Design Codes (R-Codes)

The purpose of the R-Codes is to provide comprehensive guidance for residential development throughout Western Australia. The ACP - Part 1 includes provisions that replace and amend some of the R-Codes design elements of the R-Codes for residential and mixed use development.

Volume 1

SPP 3.1 Residential Design Codes (SPP 3.1) was replaced by SPP 7.3 – Volume 1, which includes all existing content from SPP 3.1, with the exception Part 6. Volume 1 deals with design elements for single and grouped dwellings in areas coded less than R40.

Volume 2

Volume 2 has replaced the content of Part 6 of the SPP 3.1, focusing on improved design outcomes for apartments (multiple dwellings). The purpose of Volume 2 is to provide comprehensive guidance and controls for the development of multiple dwellings (apartments) in areas coded R40 and above, within mixed use development and activity centres.

State Planning Policy 3.6 Development Contributions for Infrastructure

The Policy outlines the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas. The policy does not apply to the precinct as the infrastructure is established and requires upgrade during redevelopment.

New infrastructure through development incentives are provided in Part 1.

Development Control Policy 1.6: Planning to support transit use and development (DCP 1.6)

DCP 1.6 promotes increased accessibility to and functionality of train stations via transit oriented development. The policy encourages development that provides:

- A safe, convenient and attractive street network and walking environment within the station catchment (800m);
- High density residential development within the station catchment at a minimum of 25 dwellings per gross hectare;
- Land uses and activities that generate transit strips should be located within the station catchment, providing for a mixed use neighbourhood; and
- Providing a high quality public realm that supports walking to and from transit stations.

3.4 Local Planning Strategy

The City of Vincent Local Planning Strategy determines land uses, densities, and a clear planning direction and vision for future development in Vincent. It identifies the Leederville town centre as a planned urban growth area, delivering a mix of high density residential and commercial uses consistent with Transit Oriented Development (TOD) principles as well as the State planning framework.

Key recommendations of the Local Planning Strategy include:

- Activity or Town centres as focal points for economic activity;

- Focus on redevelopment of the Leederville centre, as a secondary centre through the implementation of a Structure Plan; and
- High density mixed use and high density residential development to be specifically targeted and located within proximity to train stations and along high frequency bus routes by applying the principles of TOD.

The Local Planning Strategy identifies actions to implement its recommendations. These include:

- Provide medium to high residential densities to support commercial viability, employment growth, local government investment and private sector leverage opportunities;
- Encourage innovative approaches and shared parking initiatives for property developments;
- Use of planning controls and performance-based criteria to encourage the development of a variety of accommodation types; and
- Encourage public open space in large developments to address the principles of water sensitive urban design (WSUD).

Strategic Community Plan (SCP)

The SCP is one of the City’s most significant guiding documents and establishes the community’s vision for Vincent’s future. The SCP drives planning, budgeting, resource allocation and service delivery over the next decade, to focus the city’s efforts and align its activities to achieve the community’s vision.

The SCP establishes six key priorities:

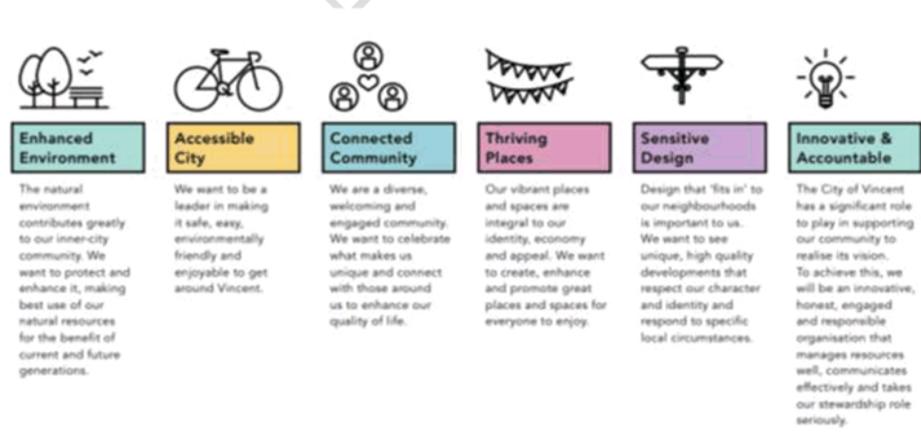


Figure 18 - SCP key priorities

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Of particular relevance for this structure plan are the 'Thriving Places' and 'Sensitive Design' priorities. The City wants to support the organic growth of the Leederville centre while delivering high quality, sustainable design.

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3.5 Local Planning Policies

Policy Title	What does the policy do?	How does it affect the LPSP?
Leederville Built Form Guidelines	Provides a master plan of the precinct, dividing the precinct into 8 separate areas with their own vision and set of development criteria.	This policy provides specific development criteria which currently applies. The Built Form Guidelines are superseded by the LPSP.
LPP 7.1.1 - Built Form	Replaces several provisions within the R-Codes; and Provides specific and desirable outcomes for the City and is tailor made to each precinct.	This policy also forms part of the existing framework for development in the precinct. Any matters that aren't specifically dealt with by the LPSP will default to the existing controls within this policy.
LPP 7.5.13 - Percent for Public Art	Details how developments are to provide public art, what this is to look like and where it is to be located.	Any large-scale future development within the precinct will be required to either provide public art or contribute financially to the cost of public art within the precinct.
LPP 7.6.1 – 7.6.9 (inclusive) Heritage policies	These policies provide assessment criteria for development of heritage places and those adjacent to; and Provide details of financial incentives for heritage listed properties.	Pertaining to the 18 listed heritage properties within the precinct, these policy measures will aim to complement the LPSP by ensuring any development on heritage listed sites is appropriately managed.
LPP 7.7.1 Non-Residential Parking Requirements	This policy sets out the requirements for parking provision as well as cash in lieu for parking and seeks to move toward more sustainable transport modes to reduce dependence on single person private car ownership.	Specify the number and type of parking spaces required within the precinct for new development.

3.6 Leederville Town Centre Place Plan

The Place Plan outlines the funds and resources the City has specifically committed to the Leederville Town Centre. The boundary of Leederville Town Centre extends beyond the City of Vincent's Town Planning Scheme No. 2 Regional Centre Scheme Zone to incorporate the additional Commercial Scheme Zone on Oxford Street between Richmond Street and Bourke Street.

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Each of the City's Place Plans have been developed in collaboration with the Local Town Team, for Leederville the Town Team is Leederville Connect. The City works collaboratively with all local community members and groups, including the town team to deliver locally based activations and events, physical improvements, and economic and community development initiatives.

The Place Plan lists the implementation schedule for all the major initiatives being undertaken in the Leederville Town Centre by the City of Vincent. Such initiatives include but are not limited to public realm upgrades, marketing initiatives, economic and community development projects, and policy and procedural improvements. Additionally, some initiatives have been identified to be jointly delivered with Leederville Connect. The Place Plans provide a robust, planned, and integrated approach to project identification and delivery.

The Place Plan is reviewed and updated annually. This allows the progress of actions to be reported on, including updating actions to reflect where they are in the project delivery cycle, and for newly identified actions to be included.

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4 Vision

The vision for the Leederville Precinct is:

A thriving, connected and sustainable local village that showcases and preserves its rich cultural and natural elements.

4.1 General Objectives

The general objectives apply across the entire precinct and relate to each of the themes within the Strategic Community Plan 2018 – 2028.

 <p>Enhanced Environment</p>	<ol style="list-style-type: none"> 1 Retain and increase tree canopy. 2 Include high quality landscaping in new developments. 3 Provide public open space to meet the future needs of the precinct.
 <p>Accessible City</p>	<ol style="list-style-type: none"> 4 Prioritise pedestrians; followed by cyclists; followed by public transport users; followed by people who choose to drive. 5 Prioritise pedestrian, cycling and public transport users' safety and efficiency. 6 Provide a variety of land uses around public transport nodes. 7 Facilitate a mode shift away from private vehicles. 8 Improve access into and around the precinct. 9 Improve public transport patronage.
 <p>Connected Community</p>	<ol style="list-style-type: none"> 10 Provide spaces for events, festivals, markets and activities. 11 Build places to play, relax and be entertained. 12 Maintain and enhance community and education options.
 <p>Thriving Places</p>	<ol style="list-style-type: none"> 13 Activate street-facing shop fronts and offices. 14 Provide a diverse range of land uses and dwelling types to cater for all members of the community. 15 Achieve a critical mass of residents, visitors and workers to support new retail and community offerings. 16 Improve the quality, safety and comfort of the precinct.
 <p>Sensitive Design</p>	<ol style="list-style-type: none"> 17 Maintain daylight access to public and private open spaces. 18 Retain and enhance established character and heritage elements. 19 Scale and design buildings to respect and complement existing character. 20 Facilitate height and density that is sensitive to human scale. 21 Achieve exemplary design outcomes.
 <p>Innovative & Accountable</p>	<ol style="list-style-type: none"> 22 Conduct transparent and sincere assessment and engagement. 23 Respond to infrastructure and asset deficiencies. 24 Advocate for changes outside of the City's control.

4.2 Sub-Precinct Objectives

The Leederville Precinct is made of 8 sub-precincts shown on Plan 2, each with its own set of additional objectives as follows:

4.2.1 Village

The Village should be:

- a The primary activity core of Leederville.
- b The place where people come together.
- c Maintained as an area of both grungy and classical character.
- d Easy to get into and get around.
- e Bright and breathable, with plenty of natural shade.
- f Providing the key services and amenities for the area.

4.2.2 Urban Frame

The Urban Frame should be:

- a A medium to large-scale residential (Urban Frame Type B) and mixed use area (Urban Frame Types A and C).
- b Carefully designed to avoid impacts on existing neighbours.
- c An attractive and safe entry point to the core of Leederville for pedestrian, cyclists and vehicles.
- d Well-landscaped with lots of shade, green spaces and places to relax.

4.2.3 Cityscape

The Cityscape should be:

- a A place with mixed uses that complement each other.
- b The location for long-term development outcomes.
- c The place where landmark development shapes the Leederville skyline.
- d Designed to encourage public transport usage.
- e A showcase for sustainability and reuse.
- f A higher density mixed-use and residential area.
- g A key contributor to the success of the Village.

4.2.4 Suburban

The Suburban sub-precinct should be:

- a A predominantly low-scale residential area.

- b Respectful of existing dwellings and the desired streetscape.
- c Shady and green throughout.
- d A safe space for cyclists and pedestrians with low traffic volumes.
- e Designed to encourage neighbourly interaction.

4.2.5 Education and Civic

The Education and Civic sub-precinct should be:

- a The main education area in Leederville.
- b A growing sports precinct, focussing on sport for all people.
- c Home to a variety of complementary and ancillary land uses.

4.3 Sub-Precinct Character

4.3.1 Village

Existing Character

The Village Precinct is the heart of the Leederville Town Centre, the hub of activity and vibrancy. The precinct has an alternative, urban character and maintains clear sky views as a result of a low building scale. Established median trees provide a strong visual relief from the urban fabric. There is a closeness and intimacy created by the buildings, continuous awnings and trees that solidifies this space as the focal point of activity. Continuous awnings over the public street verge from buildings with nil setbacks is a key contributor to the pedestrian experience through this area. These awnings contribute to the integration of the public and private realm, with a strong level of interaction between the street and businesses.

The road treatment (on-street parking and coloured asphalt) and reduced speed limits along Oxford Street provide a visual cue to define the space as a pedestrian environment. Street furniture includes parklets (car bays converted into public spaces), bicycle parking racks, shop and parking signage, rubbish bins, bus stops and seating. However, it is the mix of retail, cafes and restaurants that spill out into the street that contribute to the buzz of activity and create a lively, energetic atmosphere.

Murals and artwork throughout Oxford Street add colour and interest to the area, particularly on walls and thoroughfares that would otherwise be blank. Building materials include a variety of colours and textures that contribute to the unique character.

Immediately north of Vincent Street, active land uses of the Oxford Street are continued. However, the road treatment has an abrupt change, the intersection of Oxford Street and Vincent Street is very open and, as a result, the intimacy of the urban environment is lost.

Desired Character

The Village sub-precinct will continue to be the heart of the Activity Centre by providing a focal point for retail and hospitality activity. It is also most suitable for creating public social spaces and community meeting areas. The latter is already at a stage of early formation in the form of the Oxford Street reserve. The level of activity will be increased through all times of the day through the intensification of the surrounding residential areas. It is critical that the built form within the Village precinct is kept at its existing single and two-storey scale in order to preserve the existing character. Some limited redevelopment of existing buildings will be permitted so long as redevelopment retains the heritage character, built form scale is kept low and clear sky views are maintained; all of which are the redeeming characteristics of this precinct. A single and two-storey maximum is considered to safeguard this character for the greater benefit of the Activity Centre.

Recommendations for Part 1

#	Recommendation	Ref.
1	Permit a range of land uses to improve day and night time activity, within premises and out onto the street in form of alfresco spaces, Parklets and the like, with land uses centred on retail, café and restaurants.	Plan 1 Clause 3
2	Discourage the demolition of character buildings.	Part 1 Clause 5.1.9
3	Provide new pedestrian linkages to improve accessibility to the area from outside of the Village Precinct and beyond	Plan 2 Clause 4
4	Maintain the human scale of the centre of the village through low building heights	Part 1 Clause 5.2
5	Street trees, Parklets, pedestrian footpath improvements and continuous awnings will enhance pedestrian amenity	Part 1 Clause 5.1.13 Clause 5.1.1
6	Streets within the area to be slow vehicle environments with a focus on pedestrian and cycling legibility and safety.	Part 1 Clause 5.1.13
7	Murals and artwork throughout the area to add colour, interest and wayfinding for the precinct including the consideration of dual naming.	Part 1 Clause 5.1.2
8	Creation of public spaces which acknowledge the cultural heritage of the precinct.	Part 1 Clause 6.1

4.3.2 Urban Frame

Existing Character

The Urban Frame precincts do not present a consistent style due to the presence of original residential and commercial land uses.

The character of Vincent Street being the Urban Frame Type A sub-precinct is in a state of transition, moving from a suburban, residential dominated character to a high density, mixed use corridor. Recent development has seen a shift from single residential dwellings to mixed use buildings, introducing commercial elements on the ground floor.

Vincent Street is a major road, carrying both local and regional movements. It therefore creates a strong visual and functional divide across the town centre. Footpaths and verges along the southern frontage are narrow and the growth of scattered street trees is limited and therefore accentuates the high voltage overhead power lines which are present along its length.

The area towards the eastern end of Carr Place and Vincent Street (Urban Frame Type B) is predominantly residential. Being a cul-de-sac, the street is quiet however limited verge space, narrow footpaths, street trees, on-street parking as well as parking within the front setback on many of the non-residential uses has created a congested streetscape.

Oxford Street (north) being the Urban Frame Type C sub-precinct comprises varied building sizes, heights and setbacks creating an open urban form. Land uses are varied and do not consistently interact with the streetscape. Uses present in the area include the TAFE and School of Isolated and Distance Education, residential (in the form of multiple and single dwellings) and a range of original commercial buildings and ground-floor commercial tenancies attached to new mixed-use developments. While there is a variety of street furniture including shop and parking signage, bicycle parking, benches, bus stops and rubbish bins, there is no cohesion in their design or form. There is a distinct lack of alfresco furniture and interaction, resulting in inactive frontages.

Desired Character

The Urban Frame precinct is intended to provide a transition zone in the form of transect urban design. This means that urban form should transition to the Village precinct with increasingly higher density development occurring within the higher order Urban Frame precinct (where height limits of up to 8-14-storeys apply) as well as the Cityscape precinct. Critical to the appropriate redevelopment of this area will be the implementation of podium provisions and building facades. This includes horizontal elements of facades between properties which should follow a similar line with only subtle variances where necessary. The proper application of the podium and transitional height provisions of Part 1 will ensure that developments fit within the existing context by reinforcing vertical grain and rhythm as well as safeguarding pedestrian scale across the precinct.

As the Urban Frame precinct acts as a transitional area to various lower or higher intensity precincts, it has been separated into three sub-precincts Types A, B and C to ensure an appropriate transition is achieved, creating spaces that complement the surrounds while they transition and develop.

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Figure 19 - LPSP Precincts

4.3.3 Urban Frame – Type A

Urban Frame – Type A borders the Village sub-precinct. The built form and scale of developments within this area, particularly where they directly abut the Village, require a high-degree of sensitivity to ensure that they do not have a detrimental impact to the character of the Village.

Activity within this area will focus around a shift to high-density mixed-use development. Taller developments up to 8-14 storeys may be accommodated within the precinct, with commercial ground floor elements comprising a mix of office, civic, retail and restaurant uses.

Recommendations for Part 1

#	Recommendation	Ref.
1	New buildings adjacent to character buildings shall have an architectural character that respects and complements the existing character.	Part 1 Clause 5.1.9
2	Increase density to encourage varied uses, while recognising the existing heritage and character of the surrounding areas.	Plan 1 Part 1 Clause 5.1.9
3	Provide safe and comfortable pedestrian and cyclist networks	Plan 2
4	New pedestrian linkages are to be introduced to improve accessibility to the Village Precinct. The area provides a direct point of access to the Village Precinct from the outer areas of the Activity Centre.	Plan 2
5	Ensure landmark sites, including the Village Square, to be developed to a high quality in order to represent the character of Leederville via the Design Review Panel process	Part 1 Clause 5.1.2c

4.3.4 Urban Frame – Type B

The area towards the eastern end of Carr Place and Vincent Street is predominantly residential. Being a cul-de-sac, the street is quiet however the streetscape feels congested with limited verge space, narrow footpaths, street trees, on-street parking as well as parking within the front setback on many of the non-residential uses.

Recommendations for Part 1

#	Recommendation	Ref.
1	Provide safe and comfortable pedestrian cyclist networks.	Plan 2

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2	Existing verge trees are to be reinforced with additional street and landscaped setback areas to create a highly amenable, shady setting.	Part 1 Clauses 5.2-5.7 (Inclusive)
3	Ensure built form guidance responds to the existing sensitive residential uses.	Part 1 Clause 5.4

4.3.5 Urban Frame – Type C

Urban Frame – Type C is a transition area between the Village Precinct and Suburban Precinct. North of Vincent Street, road treatments of Oxford Street are characterised by traditional paving and grey asphalt, creating the impression of vehicle prioritisation over pedestrian movement. Median trees are less established, further adding to the vehicle-oriented urban environment. Oxford Street will need to be improved to achieve a pedestrian and cyclist focus.

Buildings throughout the precinct will be generally up to four storeys in height to create an acceptable transition between the Village Precinct and adjoining Suburban Precinct.

Activity within this area should focus on complementing the existing TAFE and School of Isolated and Distance Education educational uses. Medium density mixed-use developments would also be suitable for the area.

Recommendations for Part 1

#	Recommendation	Ref.
1	Improve the streetscape environment of Oxford Street (north of Vincent Street) to better integrate with Oxford Street (south of Vincent Street). Consistency in the use of awnings or canopies which are a feature on recent developments is encouraged.	Part 1 Clause 5.1.1
2	Street trees, Parklets, pedestrian footpath improvements and continuous awnings will enhance pedestrian amenity.	Plan 2 Part 1 Clause 5.1.1
3	Streets within the area to be slow vehicle environments with a focus on pedestrian and cycling legibility and safety.	Implementation item
4	A mix of land uses around existing educational land uses to complement and draw people out from the education and civic area, into the Village precinct.	Plan 1

4.3.6 Cityscape

Existing Character

This sub-precinct consists of the Avenue Car Park, the land on and surrounding the Water Corporation administration building, and the area north-east of Newcastle Street.

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The Avenue Car Park is a large landholding owned in freehold by the City. It contains many large shade trees but difficult pedestrian connections. The road pavement is in generally good condition, but the toilet block in the centre has not been upgraded in many years, leading to safety and hygiene concerns.

The Water Corporation site is the largest landholding in the Precinct and is currently home to the Water Corporation headquarters. The buildings and car parking take up the majority of the area, with landscaping and mature trees down the length of Loftus Street and Leederville Parade.

Newcastle Street (east) is characterised by commercial uses and has seen minimal new development in recent years. Most developments have nil street setbacks however these frontages have little interaction with the street and are either screened by signage or blinds, or contain minimal street front glazing. Car parking exists in the front of some properties which create a greater barrier between private and public space.

Although Newcastle Street serves less vehicle traffic than Vincent Street, the presence of the road is significant. A dedicated cycle path runs on both sides of the street between the vehicle traffic and on road car parking. The road is accentuated by the lack of street trees, narrow verges with limited landscaping on the southern side of the street.

Desired Character

The Cityscape precinct and landmark sites will deliver the most innovation and opportunity for the City. Where building form and mass has been constrained elsewhere, the Cityscape sub-precinct is intended to balance this. High density, sustainable development that showcases exemplary design will be supported in this area. Slender, well-spaced towers and appropriate podium treatments that maximise solar access to adjoining buildings and public spaces is necessary. Where development is proposed on large lots or proponents amalgamate multiple lots, new buildings should be broken up into smaller vertical elements to separate building mass and contribute to an appropriate human scale.

The Avenue Car Park has an opportunity to consolidate car parking into a multi-storey structure, freeing up land for more active uses, either commercial or residential.

Due to the size of No. 40 Frame Court, the Avenue Car Park and the Water Corporation site, further planning is required to deal with site-specific issues.

Recommendations for Part 1

#	Recommendation	Ref.
1	Increase density to encourage varied uses, while recognising the existing heritage and character of the surrounding areas.	Plan 1 Part 1 Clause 5.1.9 Clause 5.3.5
2	The area provides opportunity for environmentally sustainable design and energy efficiency.	Part 1 Clause 5.1.10

3	High quality developments with an emphasis on developing an urban forest.	Part 1 Clause 5.1.3
4	Car parking to be consolidated in the Avenue Car Park as part of a comprehensive mixed use development.	Part 2 Clause 5.4.5
5	Separate detailed planning to be required for landmark sites such as Lot 101 Frame Court and the Water Corporation site, in order to achieve mutually beneficial growth of new community uses and spaces, via the Design Review Panel process.	Part 2 Clause 5.4.5 6.4 & 6.5 Part 1 5.1.2c
6	Ensure that new development reinforces the outcome of a pedestrianised environment, with built form acknowledging the human scale with appropriate street setbacks and height.	Part 1 Clause 5.3.2 & 5.3.3
7	The area provides opportunity for innovative mixed use, residential and commercial buildings through the City's Design Review Panel.	Part 1 Clause 5.1.2

4.3.7 Suburban

Existing Character

Richmond Street, Melrose Street, Bourke Street and Stamford Street are examples of an established suburban streetscape. Although there is strong historical character in these streets and the Village precinct, there is limited visual connection or integration between the two precincts.

The western end of Richmond Street is characterised by larger front setbacks, two-storey houses and grouped dwellings. There are some existing character dwellings, but most of the area is developed in a contemporary style. The eastern half of Richmond Street contains more character dwellings in Federation and Californian Bungalow styles with red brick, feature render, tiled roofs, open fencing, and lesser setbacks. The western half of Richmond Street is narrow compared to the east. Both sides have street trees and on-street parking.

Melrose Street has a predominately single-storey suburban character with narrow footpaths and grassed verges. There are street trees present on both sides; however, overhead power lines have limited the growth of the trees.

Bourke Street has an established suburban character of the federation period. The street is predominately single storey with consistent setbacks for front garden areas. There are some examples of new two storey town houses and a modern streetscape at the intersection of Oxford Street.

Stamford Street contains a very limited number of character homes as most of the area has been developed through the '80s to '00s. Being directly adjacent to the Mitchell Freeway off-ramp has a negative impact on the amenity of the area but the traffic on Stamford Street itself is very low

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Desired Character

The Suburban Type C sub-precinct is the priority for character protection and enhancement. As such, it is proposed to remain as R40 residential, with no additional development requirements outside of the Built Form Policy and R-Codes. The Suburban Type A and B sub-precincts have had their character degraded too much to be protected and would benefit from contemporary development and additional private investment.

Recommendations for Part 1

#	Recommendation	Ref.
1	Facilitate a range of dwelling types that cater to a mix of demographic and living needs while supporting the ongoing vibrancy of the Activity Centre area.	Part 1 Part 5.1.7
2	Streets within the area to be slow vehicle environments with a focus on pedestrian and cycling legibility and safety.	Plan 2
3	Land south of Melrose Street should be classified as R80.	Plan 1
4	Land north of Melrose Street should be classified as R60.	Plan 1
5	The removal of existing character homes is to be avoided in the Suburban Type C sub-precinct.	Part 1 5.1.9
6	Building heights should be 4 storey closer to the town centre and 3 storey as the interface to the northern residential areas outside of the precinct.	Part 1 Clause 5.6 Clause 5.7

5 Design Elements

5.1 Urban Ecology

5.1.1 Topographical features

The topography of the precinct slopes gently towards the southwest, ranging from approximately 28 metres Australian Height Datum (AHD) just north of the Loftus Street and Vincent Street intersection to approximately 14 metres AHD along the Mitchell Freeway on the south-western boundary ([Figure 20 - Topographic map](#)~~Figure 20 - Topographic map~~)

Regional mapping indicates the soils are Spearwood Sands (S7 phase) which are described as:

Sands derived from Tamala Limestone. Sand, pale and olive yellow, medium to coarse grained, sub-angular to sub-rounded quartz, trace of feldspar, moderately sorted, of residual origin.

The precinct contains a significant portion of land identified as having a moderate to high risk of Acid Sulphate Soils, within 3m of the natural soil surface (Figure 21 - Contaminated sites & Acid Sulphate Soils (DWER)). An on-site investigation should be undertaken for each development within the Acid Sulphate Soils risk area.

The Leederville Precinct also contains two separate contaminated sites, registered under the Contaminated Sites Act 2003 as 'Remediated Restricted Use' (Figure 21 - Contaminated sites & Acid Sulphate Soils (DWER)).

A full history of each of the sites is contained Part 3, however, both sites will require further investigation should sensitive land uses (i.e. child care, residential) be proposed on the land.

Recommendations for Part 1

#	Recommendation	Ref.
1	Key development sites shall undertake detailed studies to determine the extent of contamination and remediation required.	Part 1 Clause 5.1.3
2	Development within the moderate to high risk Acid Sulphate Soils area shall require investigative reports to be included with new development and subdivision applications.	Part 1 Clause 5.1.3

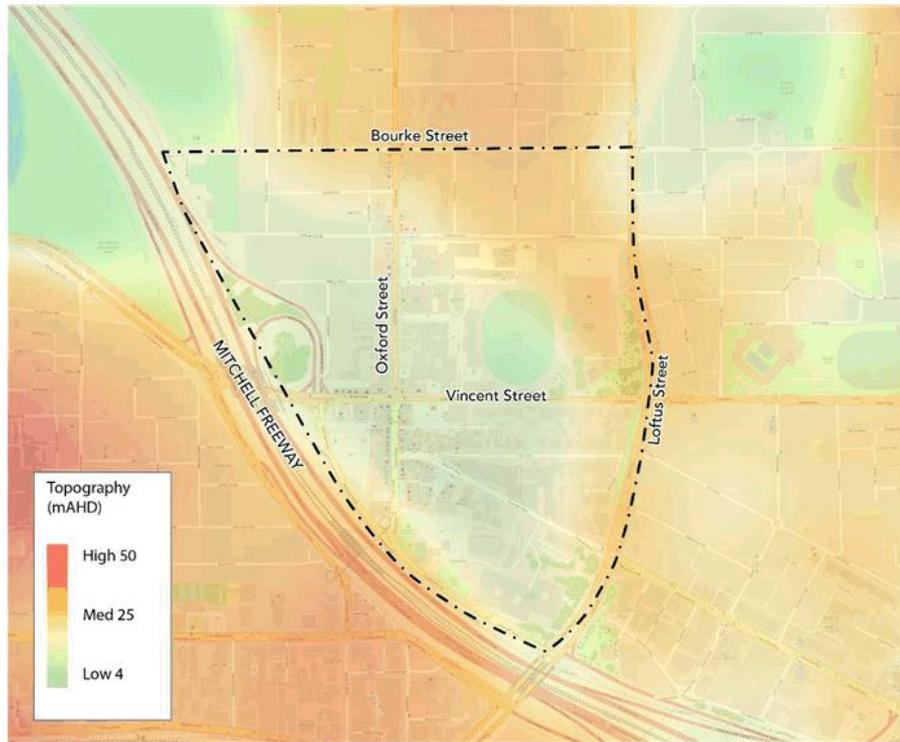


Figure 20 - Topographic map



Figure 21 - Contaminated sites & Acid Sulphate Soils (DWER)

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5.1.2 Biodiversity and environmental assets

The area is highly urbanised with remnant vegetation on the existing POS reserves and road reserves, primarily Mitchell Freeway and Loftus Street.

Eight rare, protected by international agreement or specially protected fauna have been identified within proximity to the precinct and the City. Species include two different types of black cockatoo, osprey and falcon, which may be transient visitors to the area. Additionally, suitable breeding and nesting habitat for other bird species and mammals may occur within Galup (Lake Monger) Reserve to the northwest (Source – DBCA).

Recommendations for Part 1

#	Recommendation	Ref.
1	Development proposing the removal of any native vegetation is required to first undertake a flora and fauna assessment.	Part 1 Clause 5.1.3

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5.1.3 Landscape and Vegetation

- The landscape and vegetation features of the Leederville Precinct are as follows: Street trees of both native and exotic species;
- Areas of medium and tall canopy cover located on the outer edge of the precinct, with reduced canopy towards the centre;
- Commercial areas lacking greenspace and vegetation due to increased hardstand areas for buildings;
- The majority of tree producing canopy cover is located on public land; and
- No water courses, however does contain a Water Corporation drain which abuts the Mitchell Freeway.

Trees and greenery in urban areas (urban forests) provide critical ecosystem services such as air and water filtration, shade, habitat, oxygen and cooling. An urban forest also provides opportunities for experiencing a connection to nature, which is often missing in urban areas.

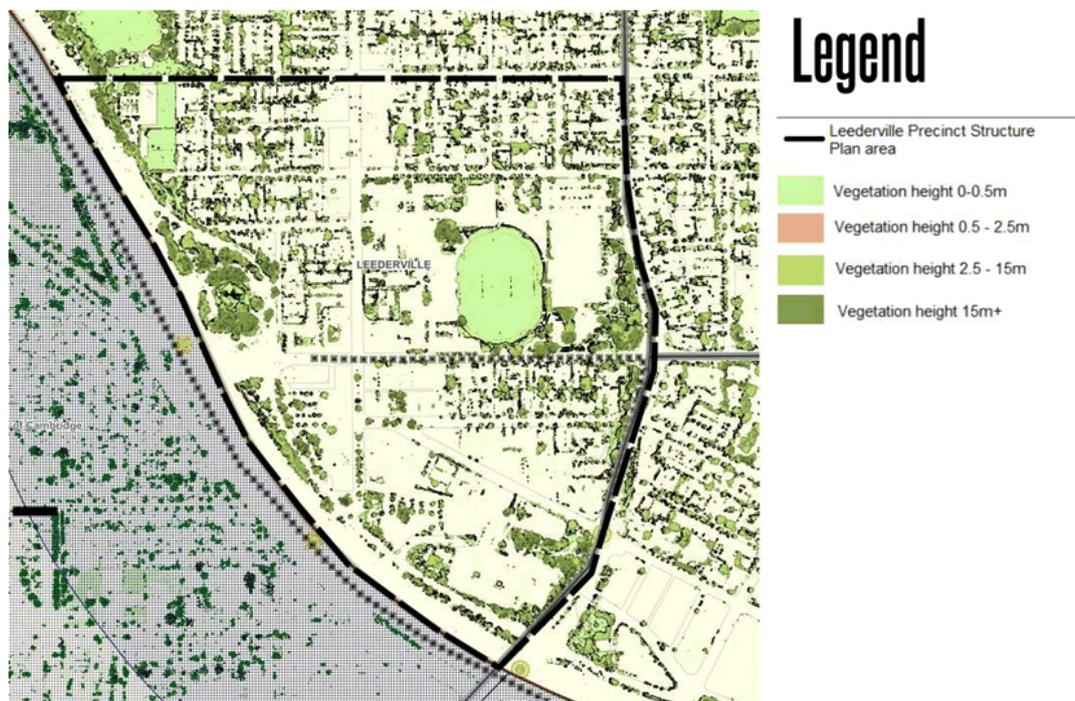


Figure 22 - Vegetation mapping (City of Vincent 2014)

The 'Urban Heat Island' effect is where an urban area is significantly warmer due to human activities, such as replacing trees and plants with hard surfaces like pavement and buildings which absorb and retain heat.

Due to the scale of development that has already occurred in Leederville, there is minimal existing landscaping and the opportunity for future landscaping is significantly reduced. As a result [Figure 23 - Urban heat absorption with temperature shown in degrees \(GHD\)](#) shows the extent of heat absorption for the precinct, resulting in higher temperatures, greater energy use and lower air quality.

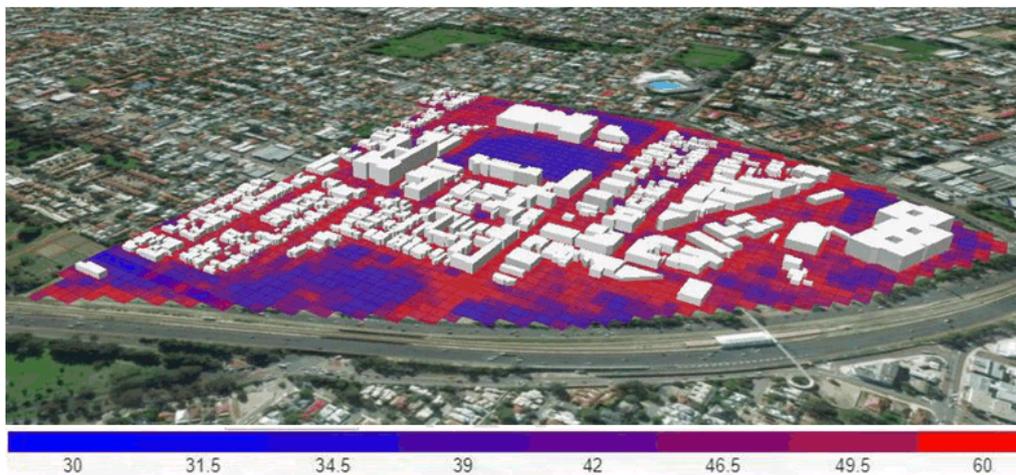


Figure 23 - Urban heat absorption with temperature shown in degrees (GHD)

As identified by the City's Greening Plan, the City is seeking to focus on increasing landscaping and tree canopy cover within the public realm as the priority, followed by appropriate landscaping on private land.

The City already undertakes a large planting program every year to cover public land with as much tree canopy as possible. For the Leederville Precinct, this means:

- Additional plantings for shade along streets and pedestrian 'desire lines'; and
- Tree planting in City managed open air car parks to achieve 60% canopy cover.

For private land, the Greening Plan proposes:

- The use of available planning instruments to mandate and incentivise the retention or reinstatement of vegetation;
- Investigating incentives for encouraging tree retention by property owners outside the development approval process; and
- Advocating for changes to State planning legislation and policy to facilitate protection of trees on privately owned land and owners against tree-related liability.

The Greening Plan further focuses on opportunities to increase overall tree canopy cover, create more liveable neighbourhoods and foster biodiversity. These opportunities are sought on both public and privately owned land.

These outcomes will provide:

- Support to the community for greening projects throughout the City;
- Community input and participation in City driven greening initiatives;
- Additional plantings for shade along pedestrian ‘desire lines’;
- Tree planting in City managed open air car parks to achieve 60% canopy cover; and
- Complete 1.5km of additional ‘Greenway’ planting per year.

Recommendations for Part 1

#	Recommendation	Ref.
1	Green spaces to be integrated with built form to achieve consistency between private and public land.	Part 1 Clause 5.1.3
2	Ensure established trees with canopy are retained as part of any new development.	Part 1 Clause 5.1.3
3	Ensure new development provides adequate deep soil area to support and sustain the development of tree canopy on private land.	Part 1 Clause 5.1.3
4	Support for pedestrian desire lines, including the planting of native shade producing trees and vegetation	Implementation table

5.1.4 Water management

Managing Perth's water resources is a critical component of integrating future population growth in a sustainable manner. Future development should incorporate Water Sensitive Urban Design (WSUD) principles to maximise efficient use of water and minimise wastage.

Urban infill traditionally decreases overall irrigation demands as turf, sand and garden areas are replaced by hard surfaces. The negative impact of this is an increased amount of unusable stormwater runoff, which is generally contaminated with pollutants from paths, roads and roofs. State Government initiatives embedded within SPP 7.0 aim to offset water run-off by requiring minimum landscaping areas for each development.

Recommendations for Part 1

#	Recommendation	Ref.
1	All development is to address and comply with the principles of Water Sensitive Urban Design (WSUD).	Part 1 Clause 5.1.10

5.1.5 Energy and climate change

There are many benefits of environmentally sustainable design, these include:

- reduced demand on fossil fuels;
- increased comfort from natural lighting and ventilation; and
- reduced energy costs.

As the City progresses to reach its infill targets under Perth and Peel @ 3.5million, it is imperative to ensure that new development is designed and constructed to reduce the overall impact on the environment.

All new development in the Leederville precinct must incorporate energy efficient building design to meet established benchmarks of State (Residential Design Codes of WA) and Local (Local Planning Policy No. 7.1.1 - Built Form) policies. All new buildings should be oriented to optimise solar access, natural cross ventilation and incorporate thermally efficient building materials.

These measures in addition to adequate waste and water management help move the City towards a zero-carbon future as identified in the Sustainable Environment Strategy (2019-2024).

Recommendations for Part 1

#	Recommendation	Ref.
1	Require all development to satisfy the Environmentally Sustainable Design requirements contained within Local Planning Policy No. 7.7.1 – Built Form.	Part 1 Clause 5.1.10

5.1.6 Waste management

By increasing residential and commercial capacity of the precinct through the LPSP, there will be a corresponding increase in the amount of waste produced by the precinct. As part of the City's commitment to reducing and eliminating its environmental footprint, the City has a vision to achieve zero waste to landfill by 2028 (City of Vincent Waste Strategy 2018-2023).

The City of Vincent's Waste Strategy provides for several key outcomes in order to reach more sustainable waste management. Some of these include:

- Food Organics and Garden Organics (FOGO) waste collection;
- Improving collection and waste recovery in multi-unit developments; and
- Increased education, awareness and promotional programs around waste management.

Recommendations for Part 1

#	Recommendation	Ref.
1	All waste storage facilities are to be provided in accordance with the City's waste guidelines for new developments. These guidelines include that waste storage facilities are to be on site and designed to be screened from public view.	Part 1 Clause 5.1.6
2	All residential waste storage areas must be separated from non-residential storage areas.	Part 1 Clause 5.1.6
3	A Waste Management Plan is required for all residential properties over two dwellings, mixed use developments, commercial, and other non-residential developments.	Part 1 Clause 5.1.6

5.1.7 Urban structure

While the area does have some land parcels which are not uniform in shape and size, such as the Water Corporation site and The Avenue car park (refer [Figure 10 - Property Ownership](#)), the majority of lots are rectangular.

Due to Vincent Street effectively dissecting the area into two halves, a North and South, the precinct contains two different types of urban structure and layout.

The north of Vincent Street is predominately suburban, with the education and civic sub precinct also making up the main land holding of the area. This area has the lowest housing density of the entire precinct and the lowest scale of commercial activity to support. The main transport linkages are Loftus, Vincent and Oxford streets, with other local access provided to the suburban sub precinct by Bourke, Richmond, Melrose and Stamford streets.

The south of Vincent Street is where the majority of commercial activity and mixed use residential development exists within the precinct. This area contains the bulk of the village

sub precinct, which has its focal point at the Oxford and Newcastle Street intersection. Vehicle access and movement across the area is supported by Oxford and Newcastle Streets, with Leederville Parade, Loftus and Vincent Streets on the periphery of the area.

It is imperative to the success of the precinct that the north and south of Vincent Street are brought together and designed as one to connect businesses with customers, and Leederville Oval with all of its future potential.

Scale and built form characteristics

Buildings in the precinct have a diverse style, scale, materials and form. In general, buildings range from single or double storey modest commercial or residential dwellings to larger landmark buildings of up to eight storeys in height. These include a mixture of masonry and steel, with some character buildings of timber and brick construction.

Recent development has embraced more contemporary building styles, with materials and finishes respecting the historic or character building sites nearby. The scale of mixed use and commercial development is the highest where it abuts the Village sub-precinct, with the latest construction earmarked for completion within the precinct (301 Vincent Street) set to be the current tallest building at 8 storeys.

Building heights, outside of the activity corridors of Newcastle, Vincent, Oxford and Carr Streets are relatively consistent at a height of 1-3 storeys.

Age and condition of development

The buildings within the precinct are of mixed condition and age. While some areas maintain relatively intact commercial buildings such as the dwellings south of Vincent Street, along Oxford Street, others are more remnant from the 1970s – present day, such as those located on the southern side of Vincent Street, east from Oxford Street.

Heritage

There are 19 heritage listed sites of various categories within the precinct (Figure 24 - Heritage and Character buildings).

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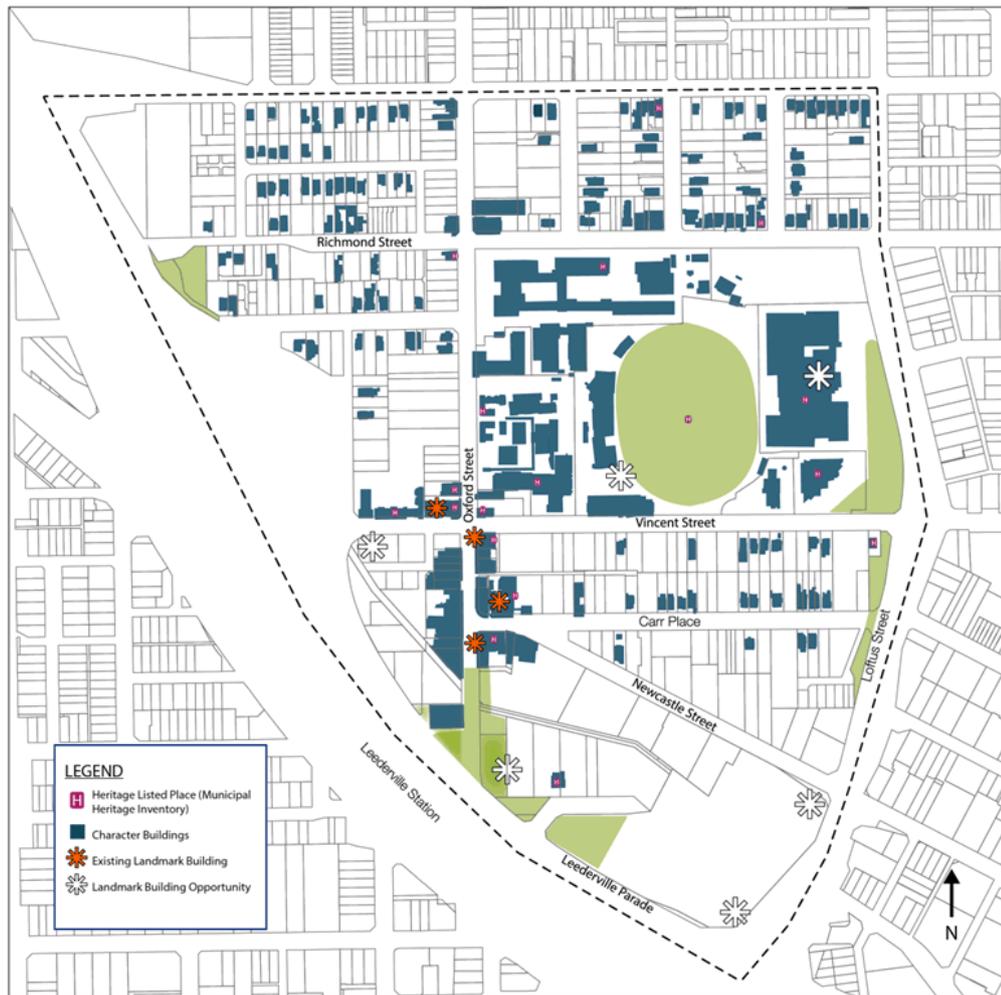


Figure 24 - Heritage and Character buildings

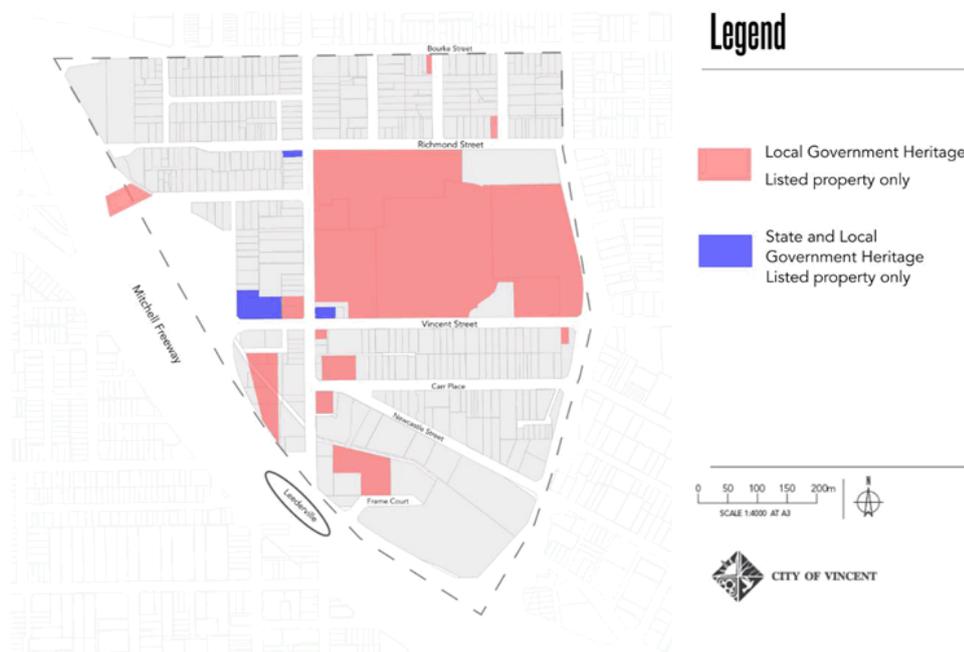


Figure 25 - Heritage listed properties

Of these properties with recognised heritage significance three have both state heritage listing as well as local heritage listing. These three places include:

- Leederville Post Office (156 Oxford Street);
- Drill Hall (177 Oxford Street); and
- Oddfellows Hall (217 Oxford Street).

Places entered on the Heritage List and the State Register and places within Heritage Areas require planning approval for demolition, alterations or other development affecting the cultural heritage significance of the place. Development incentives are available in LPS 2 to encourage the preservation and enhancement of these valued places.

Fourteen places are listed on the City’s Local Heritage Survey (LHS). These include:

- 62 Frame Ct (The Y HQ);
- 112-124 Oxford Street;
- 150-154 Oxford Street;
- 742 Newcastle Street (Leederville Hotel);
- 1 The Avenue (Olive Trees);
- 69 Bourke Street;
- 245 Vincent Street;

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- 159 Oxford Street (New Oxford Cinema);
- 163-167 Oxford Street (Shopping Precinct);
- 244 Vincent Street (CoV Admin Building);
- 99 Loftus Street (Loftus Centre);
- 246 Vincent Street (Leederville Oval);
- Main Roads Reserve (Horrys Tree);
- 164 Oxford Street (Fmr Primary School);
- 43 Richmond Street (TAFE); and
- 64 Richmond Street.

Careful consideration has been given to development controls proposed in the LPSP – Part 1 to provide a respectful interface and built form transition to the heritage places within the area.

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) principles are based on the idea that people's behaviour within the built environment is influenced by the design of that place and that good design can reduce opportunities for criminal activity. More open, integrated design outcomes of singular buildings as well as the provision of active frontages and public open spaces increases the activity of the area and 'eyes on the street'.

While many of the concepts associated with CPTED are drawn out through well designed spaces, crime prevention measures are encouraged within individual designs. Applicants and owners can refer to the Western Australian Planning Commission's 'Designing Out Crime Planning Guidelines 2006' for further information.

Recommendations for Part 1

#	Recommendation	Ref.
1	Manage building height in the precinct through the use of sub-precincts and development incentives.	Part 1 Plan 2 Clause 5.1.4
3	Encourage additional lighting in areas of low foot traffic.	Part 1 Clause 5.1.11
4	Improve and expand public spaces into areas of lower activity.	Part 1 Plan 1 Clause 5.1.13
5	Require heritage and character buildings to be retained and incorporated in new development proposals.	Part 1 Clause 5.1.9

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6	Allow for contemporary architecture as long as it creatively interprets materials, forms and patterns found in the area.	Part 1 Clause 5.1.9
7	Any new development (including additions) within a character area or adjacent to a heritage listed building should be consistent with the Burra Charter principles and be designed in a manner that positively reflects and complements the streetscape, reflecting a similar bulk, scale and architectural rhythm.	Part 1 Clause 5.1.2
8	Any new development or substantial additions to a character or heritage listed building should be required to be consistent with the recommendations of a heritage impact statement undertaken by a suitably qualified heritage architect.	Part 1 Clause 5.1.2
9	Ensure development provides large openings to the street or clear glazing to encourage passive surveillance and activity.	Part 1 Clause 5.1.2
10	New development or additions to existing developments are to be designed to allow tenancies to adapt as demand and requirements change over time.	Part 1 Clause 5.1.8

5.1.8 Street interface

The 'street interface' is the relationship from the public realm (i.e. a street) to a private property. The street interface makes up a key component of the attractiveness and functionality of a place and generally is one of the main reasons why people choose to visit an area.

A good street interface responds to its site context by providing weather protection to encourage use of the space, a balanced mix of hardstand and natural design elements such as trees and plantings and an attractive architectural design which respects and reflects its surroundings. Undesirable street interfaces include large areas at the front of a site for vehicle car parking, blank facades and a lack of shade producing vegetation.

The Village sub-precinct includes some of the clearest examples of a desirable street interface with nil front boundary setbacks and awnings over footpaths. It also presents traditional shop front design with large glazed windows or openings to the street and with visitor parking off-site, relying on the large public car park to the west of the precinct.

Conversely, the commercial area to the south east of the Village sub-precinct includes some undesirable elements of streetscape interaction with larger street setbacks being used for car parking hardstand, resulting in a lack of vegetation and planting. This leads to increased heat gain, stormwater run-off and a lack of amenity, drawing people away from the area.

Improving pedestrian experience and accessibility along key commercial connections is integral for the functional and vibrancy of the precinct. Encouraging pedestrians and transport mode shift is most important where 'activated frontages' and public spaces are proposed as these areas rely on pedestrian traffic to retain commercial viability and place

making appeal. Given most streets within the precinct contain footpaths and street trees, it is considered pedestrian focussed streets can be achieved through building interface with the public realm.

Additionally, by encouraging new development to relocate car parking behind the primary building footprint, this will increase opportunity for tree plantings, shade and pedestrian activity.



Image – Oxford Street ‘Village Precinct’

Recommendations for Part 1

#	Recommendation	Ref.
1	Built form of new development to incorporate large openings to the street or clear glazing.	Part 1 Clause 5.1
2	Car parking should be sleeved behind buildings so that buildings can open directly onto the street.	Part 1 Clause 5 Setbacks
3	Vehicle access and crossovers should not be permitted from primary street frontages of developments.	Part 1 Clause 5.1
4	New developments in the Village must include non-residential land uses on the ground floor to create an active and open relationship with the street.	Part 1 Clause 5.2

5.2 Public realm

5.2.1 Green network and public open space

The existing community facilities and green space of the precinct are primarily centred to the east of the main commercial precinct, around the Leederville Oval as the most significant single piece public space.

This 4.65ha area includes three grandstands as well as the main office for the Department of Local Government, Sport and Cultural Industry which straddles the southern boundary, facing Vincent Street. To the east of the Oval, the precinct also includes the City of Vincent Administration centre and Loftus centre which includes the City of Vincent Library, Recreation and Community Centre.

Due to the location of the public space, outside of the precincts 'core' activity area of Oxford, Newcastle and Carr Streets, it does not receive as much patronage from the rest of the centre. Pedestrian access is also hindered by Loftus street, which forms a barrier between pedestrian and cycling movement into and out of the precinct. However, with an increased population, as well as future potential redevelopment surrounding the oval, the public space available to residents of the precinct is considered satisfactory.

The streets within the centre provide important public space within the precinct. The Leederville Village Square provides a public event space when roads are closed to vehicles. The proliferation of Parklets and other place making initiatives inject usable public space for the enjoyment of the community.

The limited residential areas to the north and west of the precinct notably benefit from the Richmond Street 'Safe Active Street', with the surrounding verge space attractively planted with mature trees.

The commercial streets are generally more urban with more hardstand and less trees, however through the operation of this LPSP there will be the ability to propose a greater extent of public space for community benefit.

As the precinct evolves and adapts as part of the LPSP, a greater emphasis should be provided on streetscape interaction and pedestrian friendly spaces, to provide greater access to people who live and work within the precinct.

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Figure 26 - Public open space



Image – Public spaces outside the Leederville Hotel

Oxford Street Reserve is an urban public open space at the southern end of the Leederville precinct. It consists of:

- A pergola to the north of the reserve. A place for passive recreation, for people to eat food, read or study, or to socialise;
- A fenced children’s playground in the middle of the reserve;
- Four grassed platforms with limited shade and accessibility for passive and active recreation; and
- At the south of the reserve there is a social space with urban games of table tennis and chess. The space also includes a barbeque for picnics in the reserve.

The four spaces of the Oxford reserve described above are used in isolation. There is an opportunity to better connect these four spaces within the reserve and to better connect with the adjoining public realm and the skate park.

The City of Vincent Public Open Space Strategy 2018 identifies several actions for the management of public open space (POS) within the precinct. Importantly, the strategy recognises that the Leederville exceeds the minimum 10% POS, with approximately 19.7% POS within the precinct (refer table below).

Reserve number (refer Figure 26 - Public open)	Reserve Name	Primary Purpose	Site Hierarchy	POS Site area (ha)	Site Function
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spaceFi gure-26 -Public open space)					
1	Venables Park	Passive activities/acce ss way	Local POS	0.22	Recreation
2	Richmond Street Reserve	Passive activities	Local POS	0.17	Recreation
3	Keith Frame Park	Passive activities	Local POS	0.65	Recreation
4	Leederville Oval	Sports Stadium	Leased Sports (Special Purpose)	4.65	Sport
5	Leederville Tennis Club	Tennis Club	Leased Sports (Special Purpose)	1.45	Sport
6	Oxford Street Reserve	Passive Activities	Local POS	0.20	Recreation

The City's POS strategy notes further actions, relating specifically to the LPSP area, which form part of the recommendations for this structure plan.

Recommendations for Part 1

#	Recommendation	Ref.
1	Increase the ability for Leederville Village Square to be closed to vehicles to facilitate positive public spaces for community events and connection.	Part 1 Plan 1, Clause 5.1.13
2	Provide incentives for developers to create additional and improved public space outcomes.	Part 1 Clause 6.16.1
3	Require all developments to provide payment in lieu of public open space provision.	Part 1 Plan 1, Clause 5.1.12

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4	Improve walking and cycling connections between public spaces.	Part 1 Plan 1, Plan 2
6	Allow for flexible development options of Leederville Oval.	Part 1 Plan 1, Part 2 Clause 5.4.5
7	Improve the connection of spaces in the existing Oxford Street Reserve.	Part 1 Plan 1
8	Formalise William Traylen Park, which currently exists as shared private open space to be formalised as POS.	Implementation

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5.2.2 Infrastructure and servicing

The Leederville precinct is currently fully serviced in relation to core infrastructure, such as water, electricity, gas and waste. Due to the proposed intensification of land use within the precinct, key considerations are needed to accommodate future growth and development (refer appendix C – Servicing Report).

Potable Water

Potable (drinking) water is available throughout the precinct. Recent works have been completed throughout the precinct on older water mains as part of the Water Corporations 'Pipes for Perth' replacement program. Additional upgrades are planned along the southern section of Oxford Street to Leederville Parade and east along Newcastle Street.

The Water Corporation have suggested that some upgrades to infrastructure may be required depending on the intensity of development. This increase in capacity will be managed by the Water Corporation and will be the responsibility of the developer.

Ground Water

With the maximum ground water level at approximately 5m below the ground in the north west of the precinct closer to Galup (Lake Monger), increasing to 16m for the remainder of the precinct, groundwater management by individual sites will be required as part of any new development.

The management of ground water under each development site is the responsibility of a developer. Further information on stormwater drainage is contained within the Local Water Management Strategy (LWMS).

Sewer

While there is an extensive sewer network that services lots within the precinct (refer [Figure 27 - Infrastructure and services located within the precinct](#)), given the age of the area and the proposed intensification of land uses as part of the LPSP, there may be instances which require upgrades to the existing sewer network. The management of sewer infrastructure is done via an agreement between a developer and the Water Corporation.

Drainage

The Water Corporation maintains the Mounts Bay Drain which runs through the precinct ([Figure 27 - Infrastructure and services located within the precinct](#)). Water Corporation have advised of the following in relation to this infrastructure:

- The existing drain is planned to be upgraded with a new section of pipework to be constructed, stretching from Leederville (Avenue Carpark) to the Perth Convention and Exhibition Centre. This upgrade is required from 2030 onwards, however there is no indication of the timeframe for this to occur;

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- Generally, no redevelopment is permitted within 10m either side of the pipe and 15m above or below the pipe; and
- Due to existing capacity of the infrastructure, no additional stormwater flows are permitted into this system.

Electrical supply

Forecast capacity, based on Western Power mapping indicates that the precinct has capacity to meet current electrical demands. Upgrades to be facilitated by Western Power are to ensure any future development in line with this LPSP can be catered for.

Communications

There is currently connection available for properties within the Leederville precinct to the national broadband network (NBN) which meets existing demand. No current works are scheduled for the area, with any increase in service demand requiring to be upgraded by the respective developer as part of a development approval.

Gas

The existing Leederville gas network is owned and operated by ATCO Gas. The precinct includes a high-pressure gas main that runs a portion of Vincent Street, North to Richmond then east to outside of the precinct. Smaller, medium pressure gas mains are located throughout the precinct ([Figure 27 - Infrastructure and services located within the precinct](#)) While there may be a need to upgrade gas supply throughout the Leederville precinct as part of this precinct structure plan, this will be a cost for a respective developer.



Figure 27 - Infrastructure and services located within the precinct

5.3 Land Use

5.3.1 Zoning and Land Use Location and Mix

As a secondary centre, the Leederville Precinct requires a sufficient mix of residential, commercial, educational and community land uses to function at its best, complement each other and achieve a positive balance of uses.

The Leederville precinct currently features a diverse mix of residential, offices, community services, utilities and communications, retail, and entertainment as detailed in Section 2.5 above.

Residential

The projected housing target for the Vincent as a whole is to accommodate an increase of 6,730 dwellings by 2031. This equates to a growth of approximately an additional 238 dwellings per year. It is important to note that the density provision in Vincent is currently sufficient to achieve this target.

The average dwelling density per residential hectare in Vincent is 17.0. In comparison to the other local government areas within the central metropolitan sub-region, Vincent has a comparatively high dwelling density and is third only to the City of Perth (34.5 per

residential hectare) and the City of Subiaco (18.5 per residential hectare) and is above the average dwelling density of 11.5 for the central metropolitan sub-region.

Draft SPP 4.2 proposes a residential density target of 40+ dwellings per hectare. The Leederville precinct is performing well with 34 dwellings per hectare of residential land in 2016, up from 22 in 2011. This Structure Plan intends to almost double the dwelling density of the Leederville Precinct by 2031. It should be noted that much of this increase will largely rely on market conditions regardless of the density permitted under the Structure Plan.

The proposed residential density across the Leederville Precinct is from R40 up to R-AC0. The Suburban Precinct is classified as R40 to R80 while the Village, Urban Frame and Cityscape Precinct are classified as R100 and R-AC0. Further information about the density and design objectives are included in the vision section.

Estimated Dwelling and Residential Population (Source: MacroPlanDimasi, 2019/Australian Bureau of Statistics)

Timeframe	Dwellings	Population
2016 - Current	655 (34 dwellings/ha)	1,334
2031	1,138 (59 dwellings/ha)	2,364
2041	1,528 (79 dwellings/ha)	3,175

Dwelling Diversity

Residential dwelling diversity within the Activity Centre Plan area has improved over the last 15 years. (MacroPlanDimasi, 2019/Australian Bureau of Statistics).

Dwelling Types	Percentage of housing stock (2001)	Percentage of housing stock (2016)
Units and Apartments	7.7%	42.3%
Single Houses	53.4%	27.7%
Semi-detached dwellings	38.1%	28.4%

This increase in unit and apartment dwelling types is reflected in the change in household composition over the same time period.

Household Type	Percentage of households (2001)	Percentage of households (2016)
Couples with no children	25.1%	34.8%

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Lone person households	35.4%	32.8%
Couples with children	15.7%	17.1%

It is expected that the high-density nature of the Activity Centre area will continue to attract low ratios of persons per dwelling into the future. A challenge for the Leederville Activity Centre that needs to be addressed will be to retain a sufficient level of dwelling diversity that will attract and provide for a diversity of demographic groups; thereby ensuring the area provides the greatest possible variety of economic activities and employment types.

Recommendations for Part 1

#	Recommendation	Ref.
1	Ground floor land uses should promote activity and social interaction within the Cityscape sub-precinct	Part 1 Clause 5.3.5
2	Ground floor land uses in the urban frame, may be less active land uses, such as consulting rooms, offices and private education. Uses should still provide street level activation and provide as much amenity as possible in the form of clear glazing and quality landscaping.	Part 1 Clause 3 Clause 5.1
3	Complementary land uses such as family day care, consulting rooms and shop uses, should be collocated to support similar education, recreation and civic uses.	Part 1 Clause 3 Plan 2
4	The suburban precinct should retain its key objective of medium density housing, with limited non-residential uses permitted subject to an assessment of amenity impacts.	Plan 2

5.3.2 Employment

Perth and Peel @3.5 million provides anticipated job numbers for Activity Centres. At 2011 Leederville had 3,970 jobs with a target of 6,610 by 2050, an additional 2,640.

As of February 2019, there were several non-residential developments being designed and planned. If these are completed on schedule, they would deliver an additional 2,300sqm of commercial and 774sqm of retail floorspace to 2025 which would result in an increase in employment opportunities in their respective sectors. Appendix A contains a full economic profile with additional detail.

Draft SPP 4.2 suggests that shop/retail should make up approximately half of all commercial floor space in a Secondary Centre. However, this is not appropriate for the Leederville Precinct. The Leederville Precinct has evolved as a sustainable commercial and residential based centre that has an adequate level of retail to support local demand. There are several

other centres close to Leederville that provide for a larger proportion of retail needs, particularly larger retailers, with Subiaco being the nearest.

Leederville currently provides a number of small independent retailers and services. In the context of the main street or 'Village', the ratio of shop/retail to other commercial would currently be close to 1:1. However, considering the remaining precincts with multiple floors of offices, a 1:1 ratio would be unfeasible in terms of land requirements and commercial demand.

The proposed land use permissibility in Leederville is to remain flexible. The 'Centre' zone has no land use permissibility in the Scheme, so the Structure Plan map includes the two main zones of Mixed Use and Commercial. Under Mixed Use, only two land uses are not permitted (Industry – light and Industry). Under Commercial, three land uses are not permitted (Industry – light, Industry and Liquor store – large).

Supporting the discretionary uses within each zone is the 'precinct' map in Part One of the Structure Plan. Part One provides guidance on when these discretionary uses should or should not be considered, taking into consideration the desired character for each precinct, allowing flexibility to meet the evolving needs and changes in demand.

Recommendations for Part 1

#	Recommendation	Ref.
1	Support the local economy by providing clear permissible uses as well as discretionary uses within each sub-precinct to support local employment opportunities.	Plan 1

5.3.3 Community facilities

Community facilities are currently centralised around the Community and Education Precinct. These are shown on the map and include:

- North Metropolitan TAFE;
- School of Isolated and Distance Education;
- Leederville Oval (Public access and shared between East Perth Football Club and Subiaco Football Club);
- City of Vincent Library and Community Centre;
- City of Vincent Administration Centre and Function Room;
- Loftus Recreation Centre; and
- The 'Y' HQ (in the Cityscape Precinct)

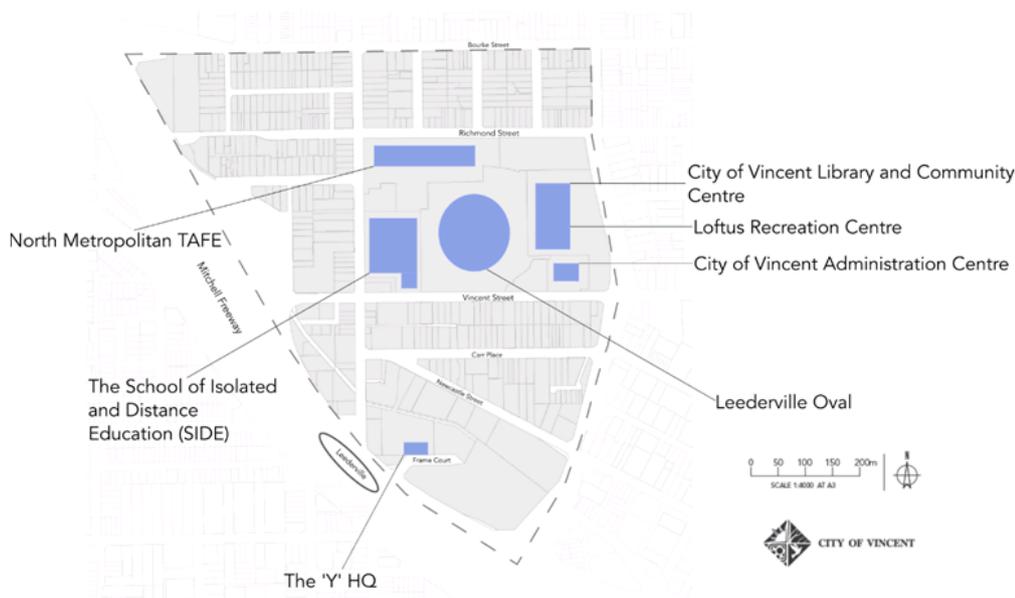


Figure 28 - Community facilities

Compared to other activity centres around Perth, Leederville is well-served with access to Community and Civic facilities.

Rather than reserving these properties for one or two particular land uses, this Structure Plan proposes to zone these properties Commercial and Mixed Use, in line with the detailed studies undertaken as part of the Leederville Oval Master Plan. The existing community uses can then continue in their current layout or can adapt over time to a more commercial nature in order to fund non-profit and government community uses.

These facilities will be accommodated through Commercial and Mixed Use zoning, while Leederville Oval will remain as a Public Open Space reserve. The Department of Local Government, Sport and Cultural Industries (DLGSC) offices is proposed to be rezoned to Commercial which will provide more opportunities if the DLGSC ever vacate the property.

Smaller scale facilities such as public toilets, bike lockers and showers, and rest places should be improved throughout the centre through a development incentive or provided by the City.

Schools

The City Information Model has analysed the requirement for schools in accordance with the requirements of Development Control Policy 2.4. The requirement for schools is as follows:

- Primary schools – one site for every 1500 dwellings.
- Secondary schools – one site for every four to five primary schools.

The closest government primary school is West Leederville. The closest government secondary schools are Perth Modern School and Bob Hawke College. Following discussions with the Department of Education, it is not necessary to set aside land for public schools in the Leederville Precinct as the area is sufficiently serviced.

Recommendations for Part 1

#	Recommendation	Ref.
1	That the land uses are maintained in the Community and Education precinct.	Plan 1 Clause 3
2	To align with the Leederville Oval Master Plan it is recommended that Commercial and Mixed Use land uses be allowed in the Community and Education Precinct, while Leederville Oval remains as a Public Open Space reserve. The existing community uses can then continue in their current layout or can adapt over time to a more commercial nature in order to fund non-profit and government community uses.	Plan 1 Clause 3
3	Smaller scale facilities such as public toilets, bike lockers and showers, and rest places should be improved throughout the centre and provided through a development incentives.	Part 1, Section 6, Clause 6.1
4	Provide for housing diversity in the precinct by providing appropriately located density and residential coding.	Plan 1
5	Concentrate active ground floor land uses to maintain and add vibrancy in the Village precinct.	Plan 2

5.4 Built form

5.4.1 Built form envelopes

The built form envelopes of each precinct are detailed in section 5 of Part 1 of the Precinct Structure Plan.

5.4.2 Primary Building Controls

Building Height

Typically, building heights in town centres are concentrated in the core, with heights reducing as they transition to residential areas. The Leederville Precinct is unique in that the heights within the core are at a single and two-storey scale and increase further along Newcastle Street and Carr Place. The landholdings further from the core are larger and can support a higher scale of development due to their close proximity to the train station and the need to preserve the unique character and heritage of the built form within the core of the town centre.

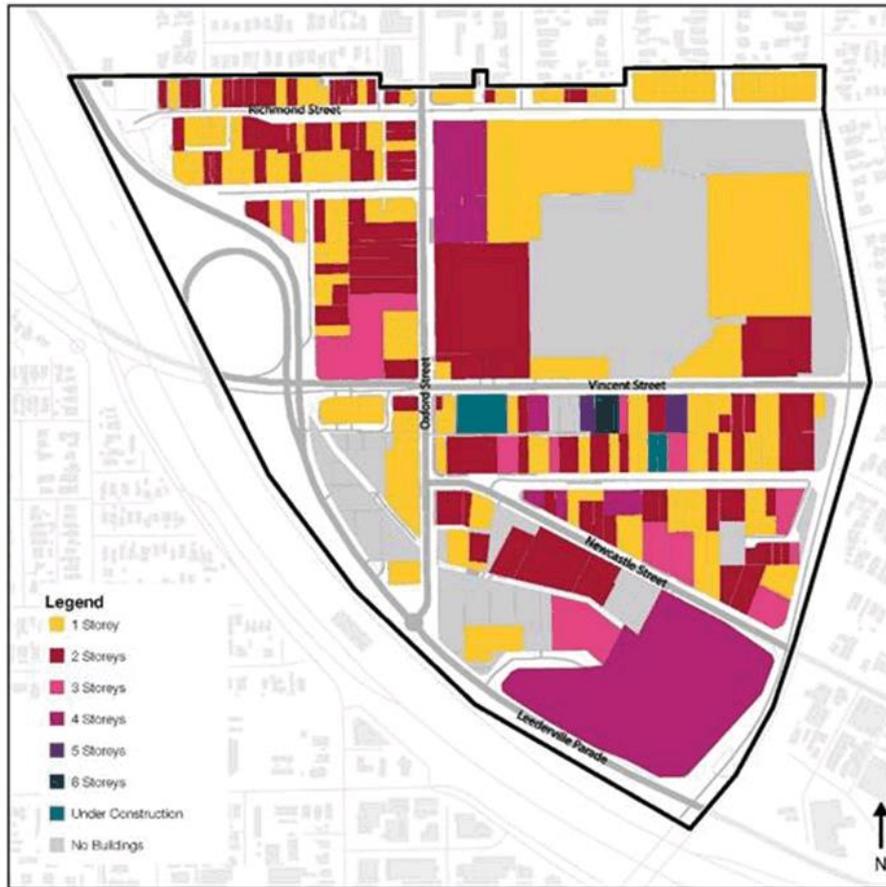


Figure 29 - Existing building height

Permitted Building Heights

Building heights within the Leederville Activity Centre should adhere to the following key principles:

- Respect and complement the height, scale and proportions of existing character buildings and areas.
- Adopt appropriate height and massing of built form in order to minimise adverse impact on public and private amenity, particularly in the form of overshadowing.
- Building height along key pedestrian thoroughfares should be scaled appropriately in wall height with a high level of activation and passive surveillance.

Village precinct includes a height limit of 2 storeys to:

1. Maintain the unique character of the buildings in the core of the activity centre;
2. Enhance the human-scale of the street (in an area of high activity, make people feel comfortable with the built form around them, rather than feeling boxed in);
3. Reduce overshadowing of public spaces and al-fresco dining areas; and
4. Reduce the likelihood of a 'wind tunnel' effect.

Urban Frame – Type A & B is assigned to properties close to the core but without the same level of character. A number of properties have been developed on Vincent Street and Carr Place up to 8 storeys already. In order to [provide transition between the Village, Urban Frame and Cityscape building heights between 6 and 14 storeys are proposed](#), ~~maintain consistency with future developments, it is appropriate to assign an 8-storey height limit for this precinct.~~

Urban Frame – Type C extends along Oxford Street north of Vincent Street and imposes a height limit of 4 storeys. This stretch of Oxford Street is outside of the core Village Precinct and has limited character significance. However, in order to avoid diluting the commercial primacy of the Village, no more than 4 storeys should be permitted. This will encourage larger offices and tenancies to locate south of Vincent Street where there is a greater level of existing and potential accessibility and activation.

Cityscape is the primary development area with a building height limit of 18 storeys. This is centralised around the Water Corporation site to the south, which presents the largest single landholding in the Leederville Precinct. Leederville only has a limited amount of land that can accommodate large developments, it is important that future developments (in 10+ years) are not restricted by a low height limit if the demand exists for more. 18 storeys in Leederville means that Vincent's established residential areas can experience less pressure for development.

It is likely that developments will seek heights of greater than 18 storeys. This may be appropriate to consider on a case-by-case basis given that the 18 storey limit was calculated through a City Information Model, which assessed parking, commercial floor space, and

dwelling diversity, but did not account for limitations of unique properties. When considering greater than 18 storeys, decision makers should consider:

- a) Whether the proposal provides a significant community benefit (as outlined in the Development Incentives section of Part One);
- b) Whether the proposal complies with or exceeds other statutory requirements (such as greater setbacks, lesser footprint, more deep soil area);
- c) Whether the proposal has an impact on nearby properties in terms of overshadowing and visual privacy;
- d) The impact of existing site features;
- e) Whether the site is a landmark development; and
- f) Anything else that may be considered relevant.

Suburban precinct is the existing residential area included in the LPSP to plan for a transition to the northern established residential areas of Leederville. The height limit for both the R80 and R60 density code is intended to allow for medium density development including townhouses and small apartment complexes. The suburban building heights are in accordance with the following principles:

- a) Lower height limits to the north to match the established residential area;
- b) Four storeys on both sides of Melrose Street to provide a consistent streetscape;
- c) Four storeys south of Melrose Street near the freeway and at the rear of Oxford Street commercial tenancies, where there would be minimal impact.

Podium Provisions

The use of podiums is fundamental in preserving a sense of human scale along key pedestrian and vehicle linkages. Areas where these provisions apply have been identified in Part 1. A podium is the street front of a building that is usually between 2 and 5 storeys high and contains active spaces, greenery, and interaction with the street. The 'tower' aspect, being the remaining levels of the building, are setback behind the podium, meaning any negative impacts on the street is mitigated.

5.4.3 Streetscape

Leederville has an eclectic mix of building styles and character. While there are pockets where building styles are consistent, there is no one predominant style throughout.

Primary controls like setbacks and building heights can have a strong influence on activity and amenity in an area depending on a building's relationship to the street. Where buildings have a nil setback, pedestrians are drawn closer to the activity within the building which contributes to a stronger interaction between public and private space. These nil or reduced setbacks may, however, reduce opportunities for alfresco and street furniture.

Conversely, excessive setbacks can contribute to a disconnect between the public realm and buildings although, in some instances, this can be overcome using landscaping, street furniture, alfresco seating and active frontages.

The existing streetscape throughout Leederville is unique in that the streetscape patterns vary considerably throughout the activity centre area. Existing streetscapes within the Activity Centre were analysed to determine whether they presented an Active or Inactive frontage, as defined below:

Active frontages are typically those with open or clear windows and frontages that allow pedestrians to see what activities are occurring within the building and encourage passing foot traffic to stop and come inside. Uses may spill out on to the street such as alfresco dining area or products for sale and frontages may include elements such as window displays.

Inactive frontages are those which are typically closed to the street and do not invite pedestrians to interact with the activities happening inside the building. While some frontages may have large glazed windows, which are typical of an active frontage, they are often frosted or covered with signage or advertising, screening the use from the street and acting as a blank wall that you would walk past.

The positive and negative aspects of each road is detailed in the tables below:

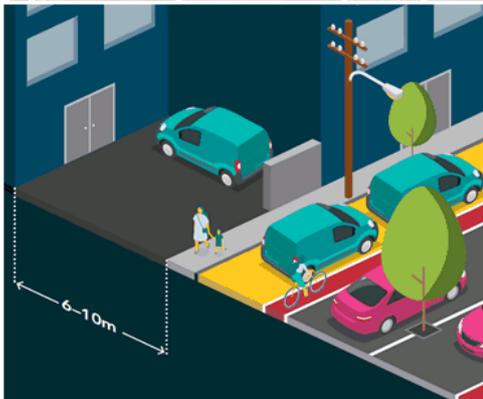
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A Attractive	<p>Small units, many doors (15-20 units per 100 m) Diversity of functions No closed or passive units Interesting relief in facades Quality materials and refined details</p>	
B Pleasant	<p>Relatively small units (10-14 units per 100 m) Some diversity of functions Only a few closed or passive units Some relief in the facades Relatively good detailing</p>	
C Somewhere -in- between	<p>Mixture of small and larger units (6-10 units per 100 m) Some diversity of functions Only a few closed or passive units Uninteresting facade design Somewhat poor detailing</p>	
D Inactive	<p>Larger units with few doors (2-5 units per 100 m) Little diversity of functions Many closed units Predominantly unattractive facades Few or no details</p>	
E Unattractive	<p>Large units with few or no doors No visible variation of function Closed and passive facades Monotonous facades No details, nothing interesting to look at</p>	
E Bland	<p>Like E but even more unattractive</p>	

Existing Streetscape Examples

Oxford Street (north of Vincent Street)– Existing Streetscape Pattern Analysis



Positive

Generous setback creates spacious entrance and variety of use opportunity

Opportunity provided for some landscape treatment

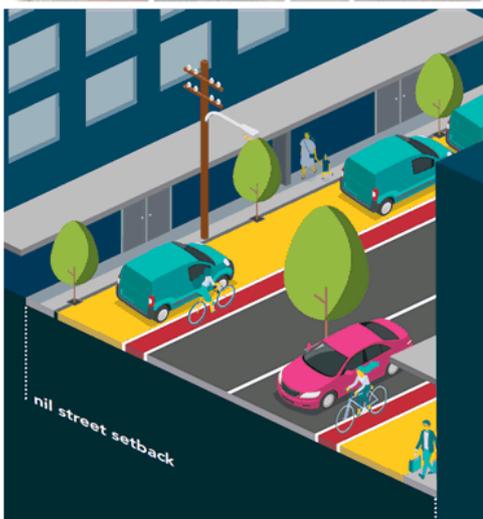
Dedicated cycle lane

Negative

Diminished activation due to car dominance / residential visitor parking within front setback

Power lines and limited deep soil zones restricts tree growth

TYPE: C



Positive

Awning treatment provides some articulation of building façade and protection from elements.

Dedicated cycle lane

Negative

No opportunity for landscape treatment at-grade

Do requirements to articulate respond to the local character

Minimal streetscape activation caused by lack of glazing and office-type uses occupying ground floor tenancies

Overhead power lines and limited deep soil areas within verge limits tree growth

TYPE: C



Positive

Awning and verandahs extending into public realm promotes passive surveillance

Two and three storey building form creates appropriate human scale

Landscaping / plantings within building form further adds to human scale

Negative

Lack of landscaping at-grade

TYPE: A

Newcastle Street – Existing Streetscape Pattern Analysis



Positive

Generous setback creates spacious entrance and variety of use opportunity.

Negative

Setback results in authorised or unauthorised parking which diminishes street activation.

Inactive frontage due to office use.

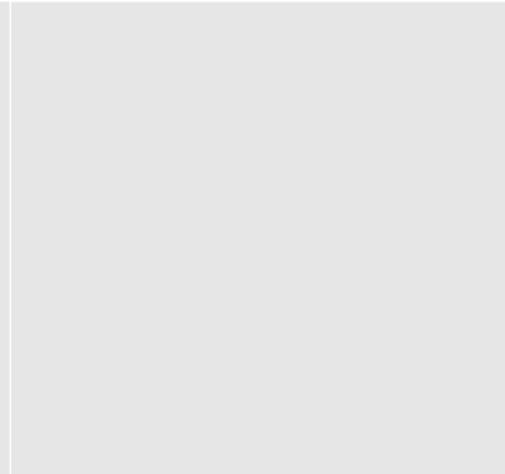
TYPE: D



661 Newcastle St



642 Newcastle St



Positive

Setback inadequate for parking but allows for landscaping. Parking moved to rear or side.

Setback allowing for quality landscaping to buffer inactive frontage.

Landscaping between building and public realm creates softer edge, even with inactive uses such as office.

Negative

Powerlines restrict tree growth and create negative clutter on verge.

TYPE: B

Positive

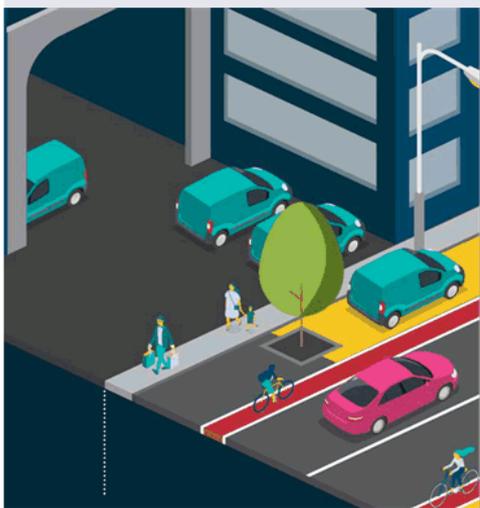
Generous setback creates spacious entrance and variety of use opportunity.

Highly accessible & vehicle orientated due to parking within front setback.

Negative

Diminished activation due to car dominance.

Minimal opportunity for landscaping.



Powerlines restrict tree growth and create negative clutter on verge.

TYPE: C

Positive

Glazing maximised on façade promotes activation.

Creative use of glazing and architectural elements to create connectivity between private and public realm.

Active façade / clear glazing wrapping around building maximises passive surveillance and interaction of private and public realm.

TYPE: A

Positive

Setback provides opportunity for landscape treatment.

Inactive use / facades are less critical where buildings are setback from street front.

Negative

Powerlines restrict tree growth and create negative clutter on verge.



Lack of quality landscaping and fencing does reduce amenity of streetscape.

TYPE: E

Vincent Street – Existing Streetscape Pattern Analysis



Positive

Attractive building facades feature across most recent developments.

Consistent built form scale (approximately 3 storeys) creates appropriate human scale.

Negative

Car dominant environment due to high vehicle volumes.

Minimal opportunity for landscaping detracts from streetscape amenity.

TYPE: C



Positive

Various examples of isolated attractive building facades however lacks consistency across the area.

Examples of good use of traditional and new building materials such as brick and cladding.

Negative



Landscape / tree growth restricted in parts due to overhead powerlines.

Constrained ground floor activation due to office land use, opaque glazing and solid walls.

TYPE: C



Positive

Residential balconies facing the street provide passive surveillance.

Landscaping and large mature trees on one side of the street soften the impact of bulky buildings.

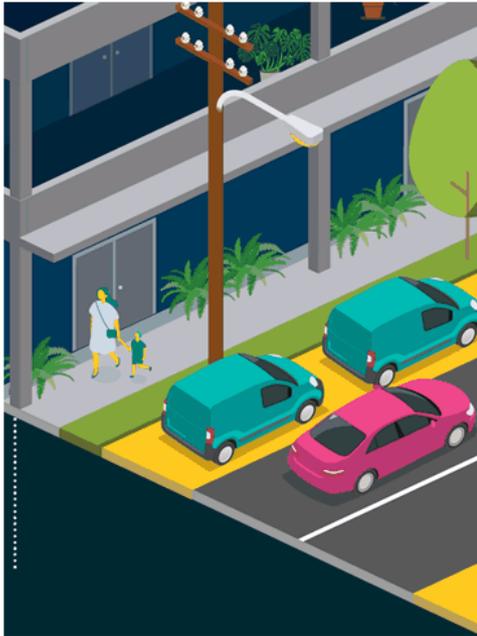
Negative

Lack of a central median results in crossing difficulties for pedestrians.

TYPE: B



Carr Place – Existing Streetscape Pattern Analysis



Positive

Attractive building facades which achieve a good balance of form and function.

Negative

Ground floor facades dominated by vehicle crossovers and services do not activate frontages.

Little interaction with the street as a result of screens or blinds covering the street front glazing.

TYPE: C



Positive

Building setbacks and wider verges foster growth of large trees which improve streetscape amenity.

Parallel parking bays on street have traffic calming effect.

Negative

Extent of landscaping on site has an impact on quality as cost of maintenance increases.

TYPE: C

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Positive

Easily accessible by vehicle.

Negative

Large front setbacks creates inconsistent setbacks which become car (parking) dominant.

Minimal activation of streetscape due to large setbacks and nature of uses being service commercial in nature.

Wide / undefined crossovers results in car-centric streetscape.

Powerlines constrain tree growth and create negative clutter on verge.

TYPE: E

Positive

Building setback from lot boundary improves legibility of entrances.

Reuse of traditional character homes for non-residential purposes retains character.

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Negative
Building setback results in inefficiencies due to formal and informal parking of vehicles within the front setback area and lack of landscaping.
TYPE: C

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5.4.4 Built Character

The below map indicates those properties that have character significance. Redevelopment of these properties should incorporate adaptive reuse to enhance and protect character elements.

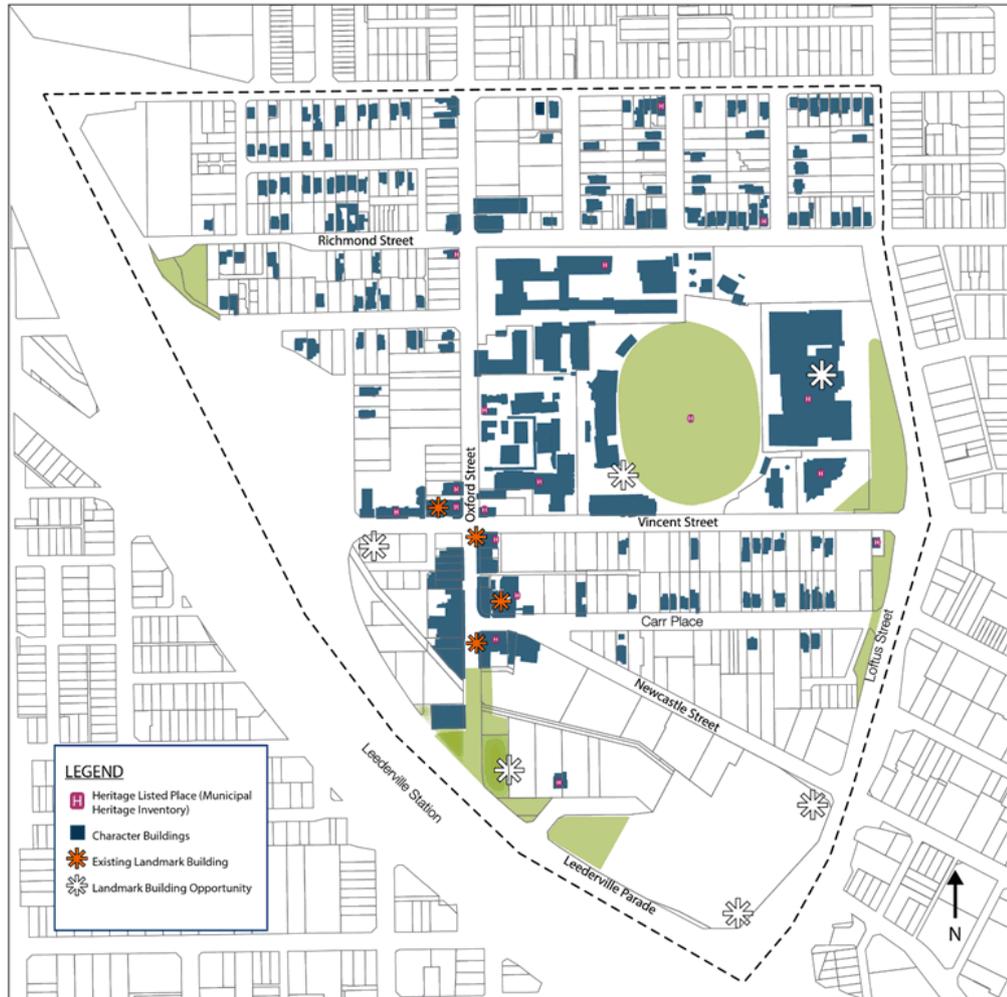


Figure 30 - Built Character areas

5.4.5 Key development sites

The following sites areas present unique opportunities due to size, location and development potential.

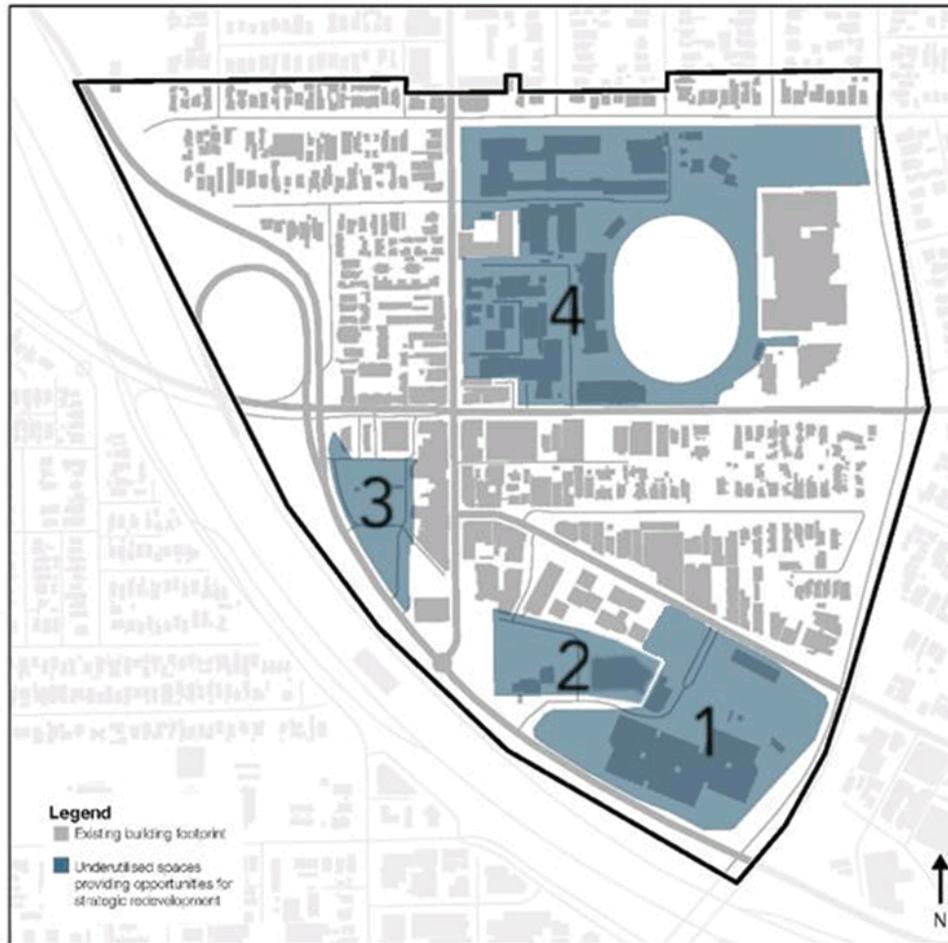


Figure 31 - Key development sites

1. *Water Corporation site*

The Water Corporation land represents one of the largest freehold land parcels within the activity centre area. Previous planning approvals for the significant redevelopment of the land have since lapsed. Future development of this site presents an opportunity to better use the land as well as improve connectivity with the centre including surrounding streets and spaces. Due to the size of the landholding, further detailed planning is required to ensure built form, movement networks, infrastructure, land use, legibility and other pertinent design factors are considered. The site also contains two significant street corner interfaces which have been identified as landmark sites. As the site currently operates as the headquarters for the Water Corporation, redevelopment timeframes are unknown.

The following is to be considered in the redevelopment of the site:

- A new public road in accordance with Plan 1;
- Road widening of Loftus Street and Leederville Parade;
- Public open space or a new social space;
- Pedestrian and cycling connections to the site;
- Continuation of the east-west pedestrian connection along the Mounts Bay drain through the site to West Perth;
- Sustainable urbanism including consolidation of infrastructure for energy sharing and efficiency; and
- Retention and if necessary replacement of all mature trees and vegetation.

2.

a. *Lot 101 (No. 40) Frame Court*

The location is within a 5 minute walking distance of the Leederville Train Station. It is suitable for mixed-use redevelopment including affordable housing and social infrastructure. The sites provide a key east-west connection through the centre and also connects to Oxford Reserve. Further information on this opportunity is available in the Parking Management section.

The following is to be considered in the redevelopment of the site:

- Pedestrian and cycling connections to the site;
- Movement within and through the site; and
- Publically accessible open space to connect with the sites context.

b. *Frame Court Car Park*

The site is suitable for large-scale, sustainable, mixed-use development including affordable housing. This location is easily accessed from public transport and the core activity and employment area of Leederville.

Subject to business case analysis, the priority outcome for this site would be a mixed use development, including affordable housing, which addresses the adjoining pedestrian link and vehicle access from Frame Court. To facilitate the staged development of this site and surrounding sites there may need to be a reconfiguration of current car parking.

The following is to be considered in the redevelopment of the site:

- Affordable housing;
- Pedestrian and cycling connection through and around the site; and
- Consideration of the relocation of civic uses such as the library or other active community uses.

3. *Avenue Car Park*

The site is suitable for large-scale, sustainable, mixed-use development including a multi-deck parking. This location is easily accessed from the primary road network and is in close proximity to the key activity generators in the Leederville Precinct, and the high quality pedestrian connections to those destinations.

Subject to business case analysis prepared by the City or a third party, the priority outcome for this multi-deck car park would be to integrate it within a mixed use development, or to construct it to a standard that is capable of future additional development. Further information is available in the Parking Management section.

The following is to be considered in the redevelopment of the site:

- Exemplary sustainable development; and
- Consolidated car parking.

4. *Community & Education Precinct*

The site has been identified as a future location for an integrated sports facility and recreation centre with a potential mixed-use building. The North Metropolitan TAFE and School of Isolated and Distance Education are to remain on the site. The site is to be permeable and with public access to and through the public open space.

Depending on a detailed business case, the site may not be under the sole control of the City in the future.

The following is to be considered in the redevelopment of the site:

- Permeability and public access through the site;
- Retention of education land uses;

- Retention of public open space;
- Potential for event spaces; and
- Retention of sports excellence.

5.5 Movement

Transport systems are crucial in creating connection and supporting opportunities for people to access all aspects of daily life. The City’s SCP, identifies the need for an Accessible City Strategy (ACS) to guide Vincent’s future transport infrastructure and advocacy. Ensuring that our transport network is equitable and efficient means combating a number of challenges, including population growth, congestion pressures and the environmental costs of transport.

These challenges have arisen due to historic patterns of car-centric considerations and design. The City’s Accessible City Strategy provides the framework and guidance to shift towards active and sustainable transport options to address these challenges.

A Transport Impact Assessment (TIA) for the Leederville Precinct aligns with the objectives of the ACS and is included as Appendix B. The TIA analyses the projected population growth and resulting increase in pedestrian, public transport and private vehicle movements. The TIA provides recommendations for supporting the projected movement patterns through the LPSP.

5.5.1 Mode share

Mode Share describes the proportion of people using each of the various types of transportation modes. The following mode shares for the Leederville Precinct have been modelled from: land use survey; ABS Census data; best-practice trip generation and parking generation guidelines; and household travel survey data. The modelling indicates a substantial difference between mode choice by residents of the Leederville PSP (which includes all trips for recreation, education, work and shopping etc.) and that of employees.

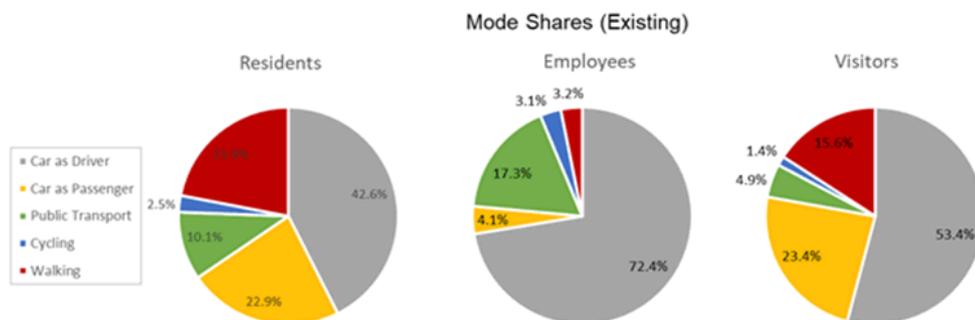


Figure 32 - Mode shares (existing)

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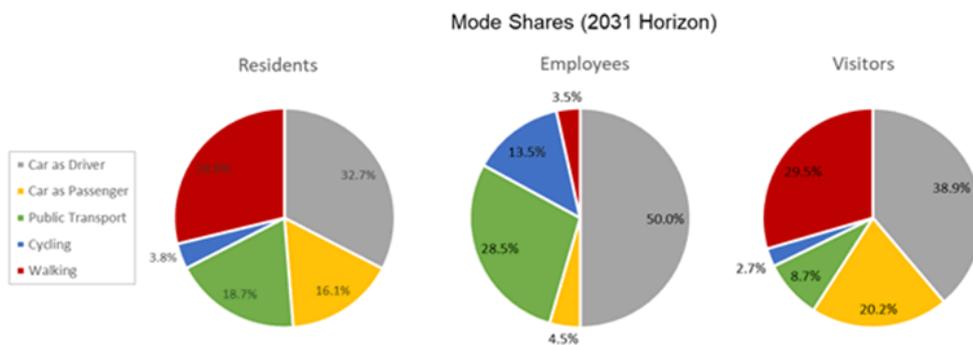


Figure 33 - Mode shares (Horizon)

The anticipated generation for the area in 2031 is approximately 80,000 trips per day. The above target mode share would create approximately the following movement demands to and from the precinct:

- Private Vehicles: 32,500 car-as-driver trips per day (plus 11,000 passenger trips);
- Public Transport: 15,000 trips per day;
- Cycling: 5,500 trips per day (including internal trips); and
- Pedestrian: 16,000 trips per day (predominantly internal trips).

This represents a significant change in behaviour, so an interim mode share target has also been identified for a 5-year horizon. While still ambitious, this change is considered possible with the existing supporting infrastructure.

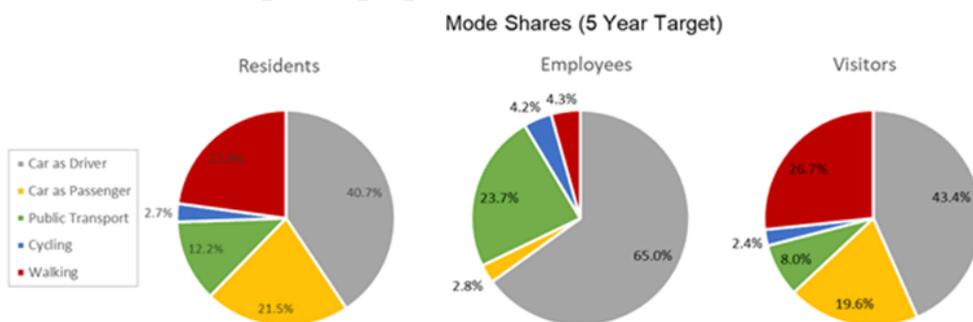


Figure 34 - Mode share (5 year target)

The Leederville Precinct Structure Plan contains a number of strategies to achieve the mode share targets. This is the primary goal of the movement section.

5.5.2 Link & Place

The Link and Place Framework categorises streets within the network according to their specific combined place and link function. The combination of place and link is shown in the

below matrix. This framework recognises that a liveable and successful city needs a variety of street types that serve different roles and functions in different places.

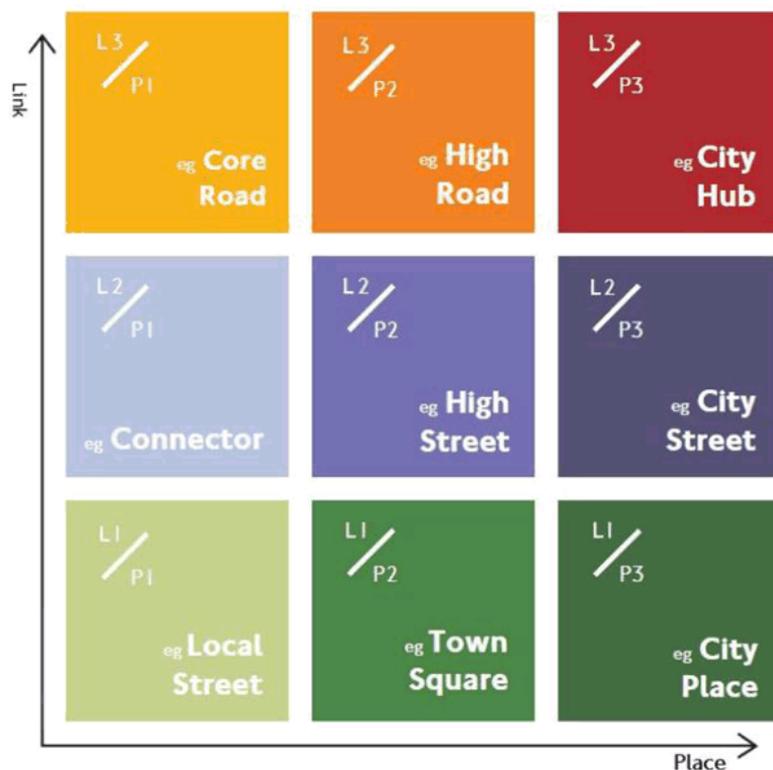


Figure 35 - Link and place framework

Link refers to how people move along streets and roads. The Link or level of movement is understood in terms of the number of people moving, including pedestrians, cyclists, people catching public transit, and those in cars, rather than the number of vehicles per day.

Places are locations which are of specific interest to people or where people undertake activities. Place considers the mix and type of retail, commercial, residential, food and beverage, and entertainment options in an area, and how people move through and to the space. Different streets in Vincent are intended to support different intensities of activity. These places are identified in the City’s Local Planning Policy 7.1.1 Built Form as ‘Built Form Areas’.

The primary changes to the network are described below:

Oxford Street north of Vincent Street - changes from a High Street to a City Street. This reflects a shift in place value of the street, increasing the importance and level of street-level activity through active frontages, more intensive hospitality and retail land uses and a more inviting streetscape environment.

The Link function of this section of Oxford Street is retained, however it can be expected to change to reflect a greater priority for cycling modes, leveraging high-quality facilities both along Oxford Street and across the broader network.

Oxford Street south of Vincent Street - changes from a City Street to a City Place, reflecting the transformation of Oxford Street to a pedestrian plaza (further explained in Appendix 2 - TIA). Due to the high place value of this section of Oxford Street there is limited link value to this section as it is where people should dwell and enjoy the town centre rather than moving straight through it.

Newcastle Street – the City Street function of Newcastle Street would extend through to Loftus Street, reflecting the increased intensity of development proposed through the Cityscape Precinct, and the expectation of street-level activation well beyond current practice.

Carr Place - changes from a Local Street to a City Place, reflecting a shift in the place value, supported by the street's designation within the City's *Local Planning Scheme No. 2*, and the opportunities derived from its lack of strategic connection to the wider road network.

Frame Court - changes from a Local Street to a Town Square, reflecting the increased place value of the street, and supported by the redistribution of car movements away from this location and improvements to activity and pedestrian priority infrastructure needed for the intensity of development proposed through the Cityscape Precinct.

Vincent Street – retains its mobility function as a High Road, to cater for all modes rather than only private motor vehicles. Vincent Street provides a vital east-west link for public transport and bicycles. It is important in supporting a wide range of transport modes.

Leederville Parade - changes from a Connector Street to a Core Road. This is the only street for which mobility demands are expected to take precedence over activity. The proposed redirection of traffic away from Vincent Street and Oxford Street into Leederville Parade corresponds with an increase in its movement function to consolidate activity to the core.

Loftus Street - continued high movement function reflects its role as a transit corridor, with a potential future emphasis on public transport to provide for expected growth in the demand for people movement between the suburbs north of Vincent and the Perth CBD.

Outside of the Activity Centre boundaries, the Oxford Street Activity Corridor between the Leederville Activity Centre and the Mount Hawthorn Activity Centre would transition from High Street to City Street in response to the expected increase in active land uses.

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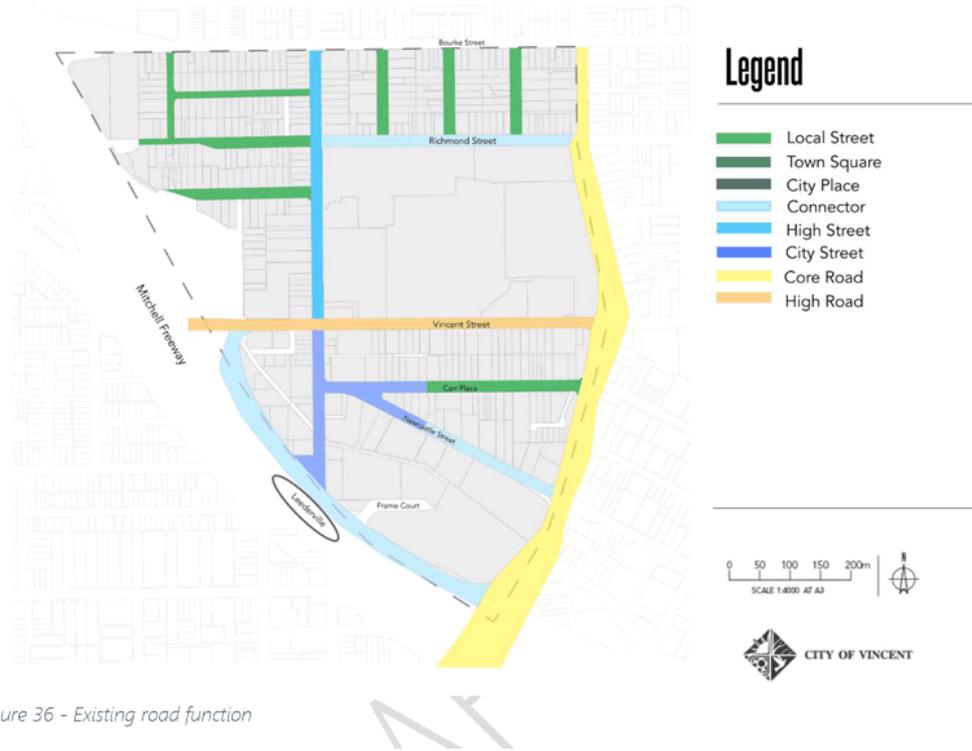


Figure 36 - Existing road function

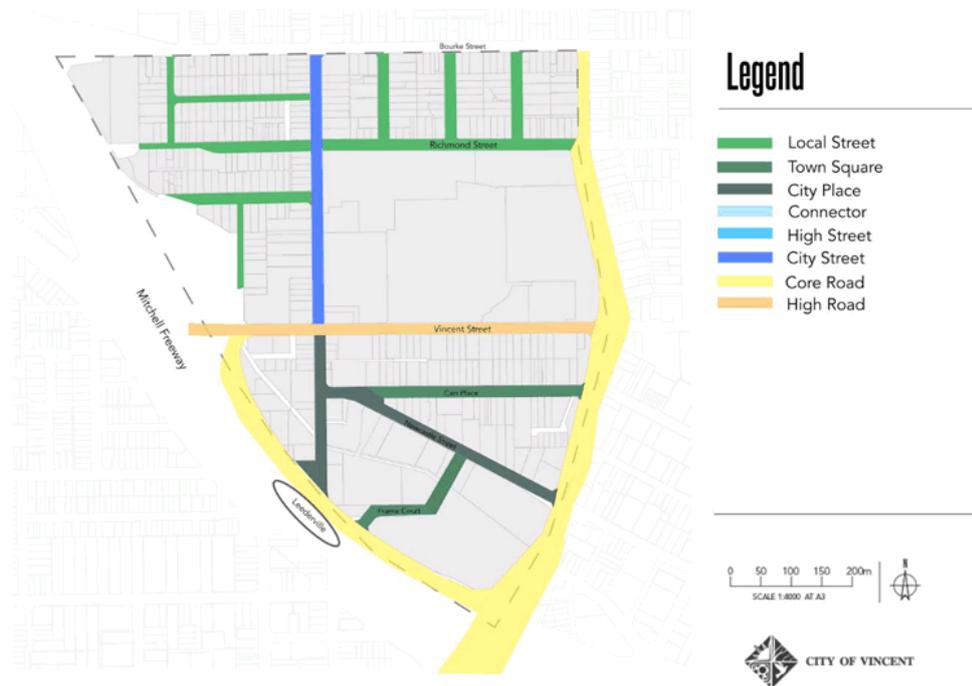


Figure 37 - Future road function

5.5.3 Road and street hierarchy

The Leederville Precinct is in close proximity to two Mitchell Freeway exits; Vincent Street (North and Southbound) and Loftus Street (Northbound). In general, regional traffic is retained along the periphery of the commercial area along Vincent Street, Loftus Street and Leederville Parade. While Newcastle Street and Oxford Street are also classified as Distributor A & B, these primarily accommodate local traffic. For the purpose of the precinct structure plan, the City will advocate to Main Roads for changes to the hierarchy after implementing proposed changes to the road network.



Figure 38 – Existing road hierarchy

5.5.4 Vehicle access

Key entry points are shown on Figure 39 - Vehicle access (TIA). The TIA includes SIDRA Analysis for each of these intersections. SIDRA is software used to analyse intersection and network performance to establish suitable intersection and network timings. The TIA found that many of the intersections are operating at low levels of service. Due to width and intersection size restrictions, the current road network is immensely constrained. Incremental upgrades to width and lane numbers have reached their limit. This means that those intersections with a low level of service will not only need traditional upgrades but also mode shift and volume management.

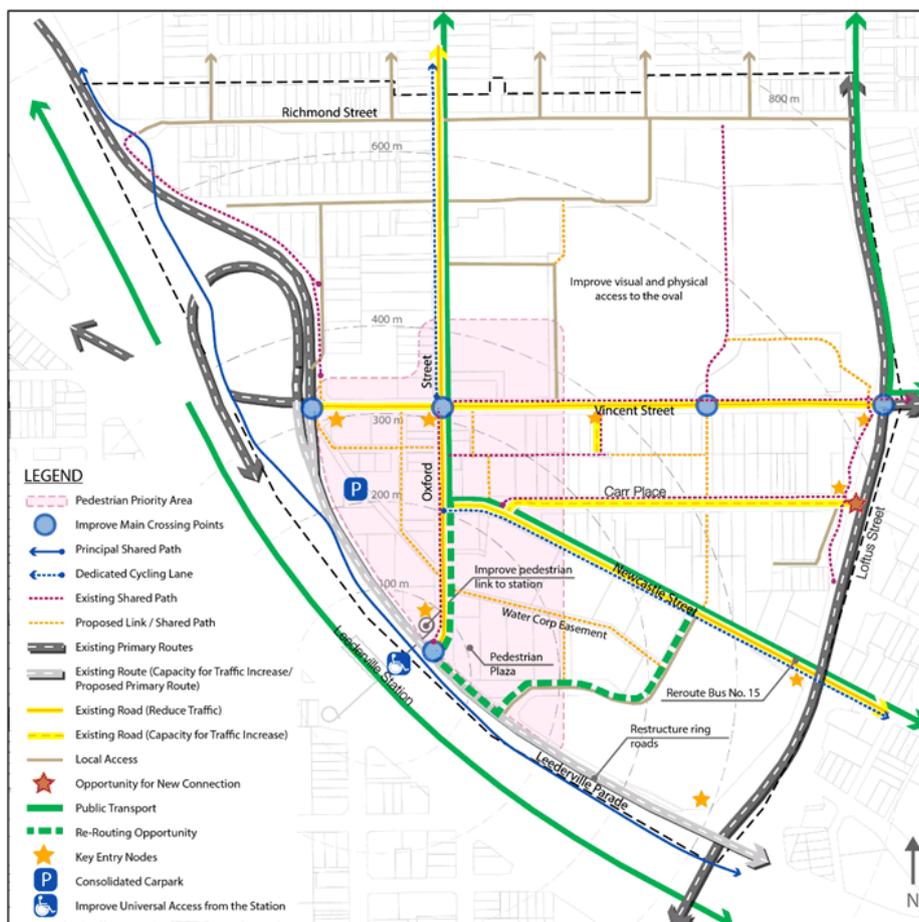


Figure 39 - Vehicle access (TIA)

Each intersection has been assessed on a yearly growth basis. Mode shift to alternative transport presents an opportunity for substantial increases in corridor capacity without changing the carriageway width. This is possible because high-capacity public transport and cycling infrastructure are both much more space efficient than private vehicle lanes. As the network is constrained by land availability, urban infill and development will ultimately require investment in alternative transport.

Proposed Connection/Shared Path

These links shown on the Structure Plan map will be vested to the Crown at the time of subdivision, or acquired if needed before subdivision occurs. The key links will help to create a more pedestrian friendly environment, reducing travel time and separating pedestrians and cyclists from vehicles. The priority design of these links would be for pedestrians and cyclists only. For safety, comfort, and activation the links should be designed with a 6m width.



Figure 40 - Link and Shared Path

Opportunity for new connection

Carr Place is closed to vehicle traffic when events are held at Leederville Village Square (Cnr Newcastle Street/Carr Place). When this occurs, there is significant interruption to residents living on Carr Place who cannot enter or exit the street. Providing a new connection at Loftus Street for Carr Place is a potential solution that would enable additional closures of the Village Square without interruption to residents.

The main constraint for this new connection, however, is that large native trees would need to be removed to make way for the 'left-in, left-out' intersection. The City's Greening Plan aims to maintain mature trees and vegetation wherever possible, so this proposal would be in direct contravention of that aim. The decision whether or not to proceed with this intersection is subject to MRWA approval and should be made after taking into account all the relevant factors and subject to community consultation.



Figure 41 - Intersection between Carr and Loftus street

If this intersection cannot be progressed, then the new links between Vincent Street and Carr Place should be designed to accommodate one-way vehicle traffic in addition to cycling, pedestrians and activation of commercial tenancies (approximately 8m).



Figure 42 - Carr street link example

Recommendations for Part 1

#	Recommendation	Ref.
1	Reserve land for a future dedicated left-turn lane on Leederville Parade approach to Loftus Street. Identified land is only indicative and subject to detailed design prior to acquisition or vesting to encourage vehicles to move around the centre instead of through.	Plan 1
2	Modify Vincent Street approach to Loftus Street westbound to provide a dedicated left-turn lane, no widening should be necessary. Advocate for modifications to lanes and signals to allow vehicles to move around the centre instead of through.	Plan 1
3	As per the link and place designation modify Oxford Street, North of Vincent Street, to promote 30km/h function. This is a longer term (10+ years) goal that should occur both organically (with more active street frontages) and through specific infrastructure modifications (such as wider medians and footpaths) to improve pedestrian and cyclist safety.	Part 2, Section 6, Clause 6.3
4	Acquire new shared access routes from Vincent Street through to Carr Place to improve pedestrian and cyclist amenity.	Part 2, Section 6, Clause 6.3

5.5.5 Walking and Cycling

The town centre movement network is supported by access to a principal shared path (PSP) that runs adjacent to the rail line. The PSP connects cyclists to the CBD and approximately 35km north to Butler Train Station. There are several shared paths (pedestrian & cyclist) and shared roads providing east-west linkages as well as dedicated on-road cycling lanes on Oxford Street between Vincent and Bourke Streets. The footpaths along Oxford Street and intersecting east-west roads including Carr Place, Newcastle Street and Vincent Street are mostly unobstructed, providing a safe environment for pedestrians. These areas also provide a moderate level of shade for pedestrians via awnings and tree cover.



Figure 43 - Mode share map

A key focus within the Leederville Precinct is the provision of high-quality, pedestrian friendly streetscapes so that people who live, work or visit the centre can comfortably walk to and within it. The activated core, including a significant length of Oxford Street, is oriented towards pedestrian accessibility, with wide, attractive pedestrian footways and legible road crossings.

Pedestrians

Pedestrian activity and connections are critical factors in the effectiveness and vitality of an Activity Centre. The way pedestrians move is not strictly on the path provided, it is predominately where they want to go or 'desire lines'. For this reason, the pedestrian environment must be carefully considered, particularly along primary pedestrian desire lines. This includes construction of high-quality paths, shade trees and street furniture to provide

amenity. By improving the pedestrian environment, more people will enjoy moving through the area, providing a positive feedback loop reducing the demand for other modes and parking.

Key improvements to pedestrian infrastructure can greatly improve amenity and safety; the two main reasons why people will choose pedestrian movement rather than the private motor vehicle. Raising the road surface to be flush with the kerb and incorporating street trees into the streetscape naturally creates a shared pedestrian and car zone helping reduce traffic speed, encouraging motorists to drive below 10km/h and increasing accessibility. Footpath widths should also be increased to a minimum of 2.0m, continuing to be flush over crossovers and minor roads. Priority opportunities are identified on Figure 39 - Vehicle access (TIA), including the Mounts Bay Main Drain (currently a Water Corporation infrastructure corridor), which could be a major pedestrian through route.



Figure 44 - Intersection example

Cycling

Additional facilities are necessary to complete a comprehensive network of safe cycling routes across the precinct and to destinations to the north and east. This includes the extension of separated cycling corridors along roads such as Loftus Street, and the upgrade of infrastructure along Oxford Street.

On streets which are activated with significant pedestrian volumes, the low speed (30km/hr or less) and low vehicle volume environment supports safe cycling in mixed traffic.

The State Government's Long Term Cycle Network Plan closely aligns with the TransPriority assessment for the Leederville Precinct in the TIA.

Key improvements to cycling include:

- Reducing on-street parking along Oxford Street;
- Adding attractive bike parking in small clusters near retail, office and civic buildings;
- Head start boxes at the intersection of Oxford Street and Vincent Street to provide cyclist priority; and
- Upgrades to Vincent Street and Newcastle Street cycleways.



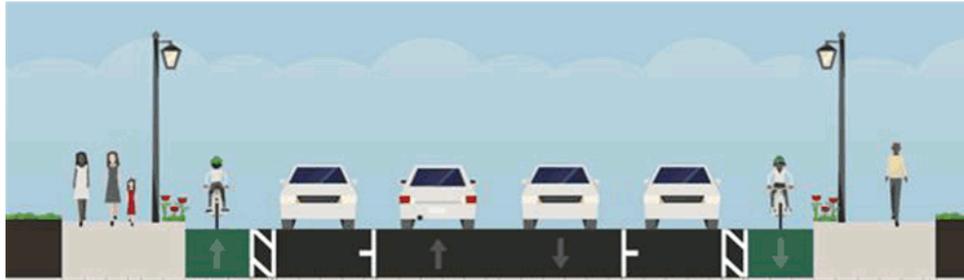


Figure 47 - Alternate cross section of Vincent Street (slow speed mixed traffic).



Figure 48 - Potential cross section of Newcastle Street (slow speed mixed traffic).



Figure 49 - Potential cross section of Oxford Street (activity centre shared zone).

End of Trip facilities

End of trip facilities typically consist of secure bicycle parking, showers, lockers and other ancillary infrastructure designed to support cycling as a comfortable, practical mode choice. The level of end of trip facility infrastructure provided depends on the target demographic and the available infrastructure funding sources.

To cater to increased pedestrian and cycle demand, large scale development should provide secure bicycle parking and end of trip facilities adjacent to vehicular parking.

High-street environments, with smaller office and retail, generally do not have the private space for businesses to provide secure commuter parking, let alone showers. In these instances, public facilities are needed. Subject to business case analysis, a communal large-

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scale cycle parking facility should be provided in Leederville, ideally near the core. As a minimum, a secure bicycle parking facility could be provided to accommodate commuters and visitors where users pay a fee to access the facilities.

Recommendations for Part 1

#	Recommendation	Ref.
1	<p>Prioritise pedestrians; followed by cyclists; followed by public transport users; followed by people who choose to drive by:</p> <ul style="list-style-type: none"> Improving key roads by creating slow speed mixed traffic and shared spaces along Oxford, Newcastle and Vincent Street; Upgrading road cross sections and intersections to prioritise pedestrians and cyclists. Creating safe and enjoyable walking paths and raise road surfaces to be flush with kerbs, shown in Figure 44 - Intersection example as high place value streets. Incorporating street trees to assist in creating shared pedestrian/car zones. Undertaking a Streetscape Audit to inform the location for new street trees, lighting, crossings and path widening. Implement finding of a city wide Wayfinding Strategy that encourages pedestrian and cyclist movement to key places within the Precinct. Enable the staged delivery of the Mounts Bay Main Drain green-linkage Pedestrian Linkage. Ensuring all main cycling routes are connected and provide an increased level of safety to encourage use including dedicated cycling lanes that possess effective buffers and infrastructure barriers. 	<p>Part 1, Section 1; Plan 1; Plan 2; Section 6, Clause 6.1; and Part 2, Section 6, Clause 6.3</p>
2	Increase bike parking availability and quality.	Part 1 5.1.15; & 5.1.16
3	New developments to provide secure bicycle parking with showers and lockers on larger development sites.	Part 1 5.1.15; & 5.1.16
4	Construct a communal end of trip facility open to the public. Developers could also provide this as development incentive.	Part 1 5.1.15; & 5.1.16 Section 6, Clause 6.1; and

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5.5.6 Public Transport

Transperth provides both bus and train services to the Leederville Precinct.

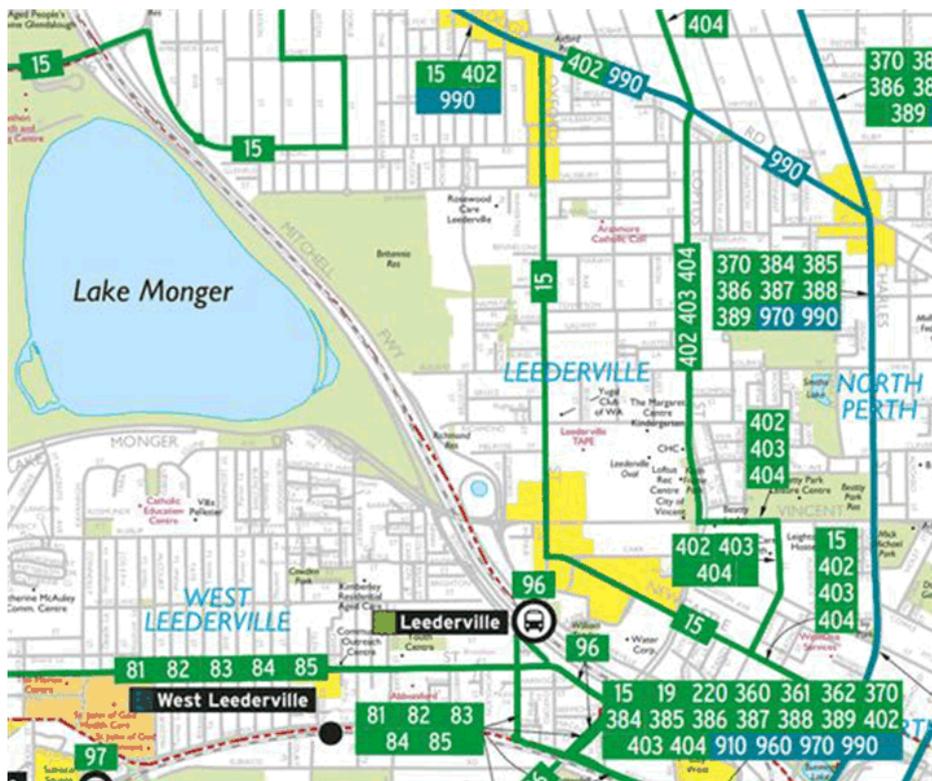


Figure 50 - Current public transport servicing (Public Transport Authority)

Leederville Station is located across the Mitchell Freeway via the Oxford Street overpass and provides a high-frequency train service to the wider Perth metropolitan rail network. The train station presents a key opportunity to further integrate public transport connections to the precinct and develop a true Transit Oriented Development (TOD). The table below outlines the current services at Leederville Station.

Route	Peak Frequency	Off-Peak Frequency	9pm onwards
Perth – Butler	5 minutes	15 minutes	30 minutes
Butler – Perth	5 minutes	15 minutes	30 minutes

The core of the precinct has limited access to bus services, consisting of the Route 15 bus only, which essentially duplicates the train service between Glendalough and the Perth CBD. Routes 402, 403 and 404 all operate along the precinct’s periphery, stopping near the Loftus Recreation Centre, but with little exposure to the core of the activity centre. Additional bus services south of the Mitchell Freeway include the Green CAT (which

connects to the CBD) and the Route 96 bus (which connects to QEII Medical Centre). The table below outlines the current bus services in the area.

Route	Peak Frequency	Off-Peak Frequency
15 – Glendalough to Perth Busport	10 minutes	30 minutes
402 – Stirling Station to Perth Busport	18 minutes	Avg. every 6 minutes
403 – Stirling Station to Perth Busport	10 minutes	
404 – Stirling Station to Perth Busport	30 minutes	
Green Cat (West Leederville Bus Station)	8 minutes	8 minutes

The existing bus services along Loftus and Oxford Street coupled with the Leederville train station provide good north-south connectivity for the precinct. However, there is a distinct lack of east-west linkages to the precinct and throughout the City of Vincent. This limits the ability for residents in the wider region to easily access Leederville by public transport. To address this issue, improvements to east-west service are recommended, to support a connection between the City's key Activity Centres: through Leederville, Beaufort Street, Mt Lawley ECU and Maylands Train Station.

The Accessible City Strategy goes into more detail about this issue and how the City can advocate to the PTA for improved bus service.

In addition to route upgrades, on and off-street infrastructure upgrades are recommended in order to improve street amenity. Bus shelters or bus shelter parklets are effective means of minimising pathway congestion while improving bus accessibility and waiting areas. Installation of these within the Leederville Precinct can greatly improve street activation, as well as catering for increased passenger numbers and making the use of public transport more appealing to a wider demographic.



Figure 51 - Indicative bus shelter

Existing access to the Centre from Leederville Station is provided by a separated, but exposed overpass that presents a poor pedestrian environment which does not provide universal access. The overpass includes a long ramp that terminates at the southern end of Oxford Street. The ramp is not well-integrated or well-designed with the activity centre, and there is an opportunity to improve this connection. The PTA are already investigating different designs for this overpass, so the City will advocate for it to be accessible, sheltered, convenient and attractive, while adding to the vibrancy of Leederville.

Recommendations for Part 1

#	Recommendation	Ref.
1	<p>Advocate to PTA for improved local bus services (especially east-west connections). Advocate for high-frequency public transport service along Loftus Street, increasing person-mobility along this key corridor.</p> <p>Advocate for improved universal access to Leederville Train Station which enhances the experience for people using the station and connection to the West Leederville Activity Centre.</p>	<p>Part 1, Section 1; Plan 1; Plan 2; and Part 2, Section 6, Clause 6.3</p>
2	<p>Improve bus stop infrastructure including shade, shelter and pedestrian crossing points. Integrate bus shelters into adjacent development where feasible.</p>	<p>Part 1, Section 1; Plan 1; Plan 2; Section 6, Clause 6.1; and Part 2, Section 6, Clause 6.3</p>

5.5.7 Parking

While private vehicle usage is expected to diminish in the future, there will still be a need to accommodate cars and parking. To determine parking requirements, the TIA considers the future projected trips taken by visitors, employees and residents, based on the proposed land use mix in the Leederville Precinct.

Existing supply

Parking supply is the total number of parking spaces that are built or available within the study area, regardless of whether they are utilised. Parking supply only includes marked spaces and does not include areas designated for standing vehicles.

The parking available within the Activity Centre comprises a combination of on-street bays as well as three Council owned at-grade parking facilities, the two largest car parking destinations being The Avenue (279 bays) and Frame Court (170 bays) car parks, both accessed from Leederville Parade at the southern boundary. The Loftus Recreation centre carpark, accessible off both Loftus Street and Richmond Street provides 392 parking bays however, it predominantly supports the parking demand created by the community and civic uses present on that land. The Leederville Precinct currently has a public parking capacity of approximately 1,500 spaces.



Figure 52 - Existing public parking within the precinct

Demand

Parking demand is the accumulation of vehicles parked within the study area at a point in time. Parking demand includes all parking associated with nearby land uses, whether in an off-street facility, parked illegally, parked on-street or in remote parking lots. Parking demand does not include standing vehicles awaiting the pick-up or drop-off of passengers.

The substantial growth in residential and employee activity is expected to reduce the need for parking (due to an increase in internal trips). Road capacity and parking constraints combined with improved pedestrian and cyclist amenity also add to the reduced need for parking. As a result, the expected employment growth of 70% results in an increase in parking demand of only 25%. If provided within an efficient, consolidated parking supply, this would equate to a total non-residential parking supply (public and private) across the Leederville Precinct of approximately 2,500-2,750 spaces.

Parking management

The overall management of parking follows these three principles:

1. Commuter parking should be maintained at the periphery of the Leederville Precinct, where appropriate land can be made available for large-scale, multi storey parking structures. This allows vehicles to travel to the centre at the periphery to be parked for pedestrians to move within the centre;
2. Short term visitors to the Leederville Precinct should be accommodated within consolidated car parking that does not detract from the streetscape, has good access from the periphery, good pedestrian connections, and is an appropriate size. The Avenue Car Park is a good location to further develop parking infrastructure, potentially as a multi storey car park within a mixed use development; and
3. On-street parking should prioritise quick trips, service bays, bus infrastructure, ACROD parking and where suitable provide the opportunity for parklets.

To support the proposed land uses, public parking is recommended for long-stay commuters at the periphery of the Activity Centre to reduce the impact of private vehicle trips through the Activity Centre and encourage mode shift to alternative forms of transport. This will be supported by high quality pedestrian and cyclist amenity. Short-stay retail/visitor parking is recommended closer to major activity nodes, in the form of consolidated destination parking and limited on-street provision.

A departure from the existing provision of parking is an understanding that on-street parking spaces should be considered in the context of their opportunity cost and that car parking may not be the 'highest and best use' of kerbside spaces. Relocating these spaces to a consolidated location may support a more vibrant and active Centre.

Large-scale multi-deck parking is proposed around Leederville Oval, and within The Avenue car park. Both of these locations have the advantage that they are easily accessed from the primary road network. The proximity of these parking areas to the Town Centre and the high quality, legible pedestrian connections, would retain the capacity for private vehicle travel without impacting the vibrancy of Leederville.

The priority outcome for these multi storey car parks would be to integrate them within a mixed-use development. For example and subject to a business case, one floor of commercial tenancies, three levels of parking, followed by two levels of residential units. Sale or rent of these units would help fund the car park construction.

Maximum Parking Rates and Unbundled Parking:

The maximum parking rates for commercial developments are informed by the modelling and projections conducted as part of the TIA which has proposed a precinct-based parking cap of 1 space per 80 to 90 square metres.

To address the impact of local traffic congestion on local intersections, maximum parking rates should be 1.0 bay per unit. In larger 3 or 4 bedroom dwellings, there may be a need to allocate more, but an entire development must average no more than 1.0 bay per 2 bedrooms.

The cost of these parking bays is normally passed onto the occupants indirectly through the rent or purchase price (bundled). This means that tenants or owners are effectively bound by whatever number of bays the developer has chosen to allocate to their unit, unless they wish to undertake a private sub-let of their parking bay.

Unbundling housing and parking provides a framework for residents to decide for themselves how much parking they need. Given the proximity to Leederville Train Station, restricting parking to a maximum number of bays per unit will ensure that parking is given a high value and the actual cost of parking will be readily apparent to those who choose to drive.

Developers will have the following options to choose from when constructing a new development:

- Facility managers can unbundle parking when renting building space;
- Developers can make some or all parking optional when selling buildings;
- Renters can be offered a discount for not using some or all of their allocated parking spaces;
- Parking costs can be listed as a separate item in the lease agreement to show tenants the cost and enable them to negotiate reductions; and
- Tenants and owners can trade bays between themselves at any time.

Use of on street bays

Residential developments will also not have access to on-street bays for residents. Visitor bays may be appropriate on the street but will not be solely allocated to one development.

The primary uses of on-street parking is for:

- Loading zones;
- ACROD parking;
- Bus stops and layover;
- Bicycle parking;
- Parklets;
- Taxis, ride hailing and car share; and
- Visitor parking.

These different uses are determined on a case-by-case basis as and when a need arises. This has occurred organically in the past and will continue either at the request of the community, or following periodic technical surveys.

Private Parking Arrangements

Basement parking is constrained due to high ground water levels in the area. For properties affected by a high water table, at-grade or podium parking will need to be thoughtfully designed and not compromise streetscape and public realm activation.

Based on the above, parking layout and management should consider the following:

- Vehicle parking shall be located within the basement levels of a building to prevent negative impacts on the public realm;
- Where podium parking is proposed, the parking area must be located on the first floor or above and sleeved by active uses to main streets and laneways; and
- Only one vehicle crossover per lot is permitted except where the Council is satisfied that no adverse effects on vehicular or pedestrian traffic will result;
- The amalgamation of small car parking areas on individual lots together with shared vehicular crossovers is encouraged in order to reduce vehicular and pedestrian conflict and to improve the overall streetscape;
- Parking structures must be designed with a slab-to-slab height of at least 3.5m to enable future adaptation into habitable spaces.

Electric Vehicles

The use of electric vehicles continues to increase as:

- People want to reduce their impact on the environment by using renewable energy;

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- the price of electric vehicles reduces making them accessible to a wide market; and
- the cost of fossil fuels increases.

Future development within the LPSP should allow for the use of this technology and ensure that there is suitable infrastructure to support this.

Recommendations for Part 1

#	Recommendation	Ref.
1	Design parking for reciprocal usage (used for offices during the day and entertainment uses at night). Locate parking central to multiple businesses that can use spaces at different times of the day. Encourage private developments to do the same through incentives.	Part 1, Section 1; Plan 1; Plan 2; Clause 5.15 and 5.16; Part 2, Section 6, Clause 6.3; and Section 6, Clause 6.1;
2	Consolidate the location of long-stay commuter parking at the Avenue Car Park and Frame Court Car Park. Facilitate and allow the development of one multi-deck parking facility, integrated with a commercial or mixed use development.	Plan 1; Plan 2; Part 2, Section 6, Clause 6.3
3	Private parking structures are designed to have minimal impact on the public realm. Parking areas in new development must be located in the basement when possible, or on the first floor or above and sleeved by active uses to main streets and laneways to create active frontages.	Part 1 Clause 5.2.4
4	Ensure maximum parking rates for all developments;	Part 1 Clause 5.1.15 & 5.1.16
5	New developments to provide 20% of the total amount of bays as electric vehicle bays or capacity to supply electric vehicle charging points to support 20% of the total amount of bays as electric vehicle bays.	Part 1 Clause 5.1.15 & 5.1.16
6	Improve parking: <ul style="list-style-type: none"> • On street parking to be for specific, short-term users; • Improve signage and wayfinding of available parking areas; • Provide electric vehicle charging points for commuters in public car parks. 	Part 2, Section 6, Clause 6.3, aligned with ACS

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6 Implementation

The Leederville precinct is an established centre and redevelopment is likely to occur incrementally over time. This section of the LPSP seeks to outline which actions will be required to achieve the precinct structure plan and ensure this development achieves the overall vision and general objectives.

The implementation of the LPSP is dependent on redevelopment and will be influenced by a range of factors including:

- The property market;
- The overall economic condition of the locality and state;
- Private landowner negotiations (i.e. the ability to consolidate landholdings into appropriate sized land parcels; and
- The capacity of existing infrastructure.

6.1 Collaboration

The LPSP will require the collaboration of multiple levels of government and services agencies. Stakeholders specifically identified due to their pre-existing involvement and their future role as a key agency on the future growth are identified in the table below:

Key Implementation Stakeholders	Role
Transport Agencies: Department of Transport Main Roads WA Public Transport Authority	The integration of land use and an efficient movement network is critical to the success of the Leederville Precinct Structure Plan. Critical infrastructure items may require the agreement of one or multiple transport agencies.
Western Power	Preliminary servicing investigations reveal that the precinct may face challenges in the future in relation to the transfer of loads feeding out from the Perth CBD. Identifying the servicing gaps and developing a framework for further discussion with Western Power to negotiate specific timing of network upgrades and cost will be critical. Critical infrastructure items will require addressing with Western Power as part of the LPSP.
The Water Corporation	<u>Reticulated water</u> Preliminary servicing investigations reveal that the Activity Centre will likely require upgrades to the existing water network to support intensified development.

	<p><u>Reticulated Sewer</u> Further investigations will be required, in association with the Water Corp to determine capacity and availability of services proposed as part of this LPSP. Critical infrastructure items will require addressing with the Water Corp as part of the LPSP.</p> <p><u>Development site and pedestrian walkway</u> Water Corporation also own one of the largest freehold land parcels within the Activity Centre and control land over the main drain to Galup (Lake Monger). The existing drain is proposed to become an east west pedestrian walkway. Future plans for the redevelopment of this land will have a notable impact on the form and function of the Activity Centre. Ongoing dialogue between the City and Water Corporation on future opportunities will be crucial.</p>
Department of Planning, Lands and Heritage (Heritage Council of WA)	<p>There are several State and Local heritage listed properties within the Activity Centre area. Keeping the unique character of Leederville through retention of character buildings and well-planned redevelopment in and around these areas is critical. Support from State level to facilitate this will be vital.</p>
Private developers	<p>Comprehensive development will be proposed in the precinct. It is important that the City liaise with potential proponents to ensure awareness of the LPSP objectives and requirements.</p>
Department of Education	<p>As the centre develops there may be a need to provide a primary or secondary school. Liaise with the Department of Education as the centre develops to ensure the accommodation of a school before the need arises.</p>
TAFE	<p>Ensure support for the existing education services so that they can remain in place.</p>
Foyer Oxford The 'Y'	<p>Support the local services and provide opportunities for further enhancement.</p>

6.2 Development staging

Development staging is the delivery of both infrastructure and built form. The latter is generally dependent on the range of services, transport and community infrastructure. The

change across the Leederville precinct should be done in a proactive way to avoid underdevelopment due to unsuitable infrastructure.

With regard to built form staging, it is assumed that significant redevelopment will occur in the short-term in areas nearest to the centre and on land that has the highest development potential; this being the Cityscape and Urban Frame precincts. Development outside of these areas is also expected to occur on the basis many properties are nearing the end of their life cycle.

Development staging for the Leederville precinct was undertaken utilising 'Modelur' modelling software. This model tested short, medium and long term development scenarios using a range of general and precinct specific data/control parameters such as average persons per dwelling, average persons per commercial site, average residential and commercial gross floor area. Using these parameters the model was used to calculate a range of information including:

- Population density and development yields for each scenario;
- Identification of infrastructure upgrades linked to development staging; and
- Identification of car parking shortfalls to inform traffic analysis and management plans.

A summary of the general precinct specific control parameters that were used to create the staging models is provided in Appendix G. The 'Modelur' staging models and the key outcomes of the various scenarios are illustrated below (Figure 53 - Development staging).

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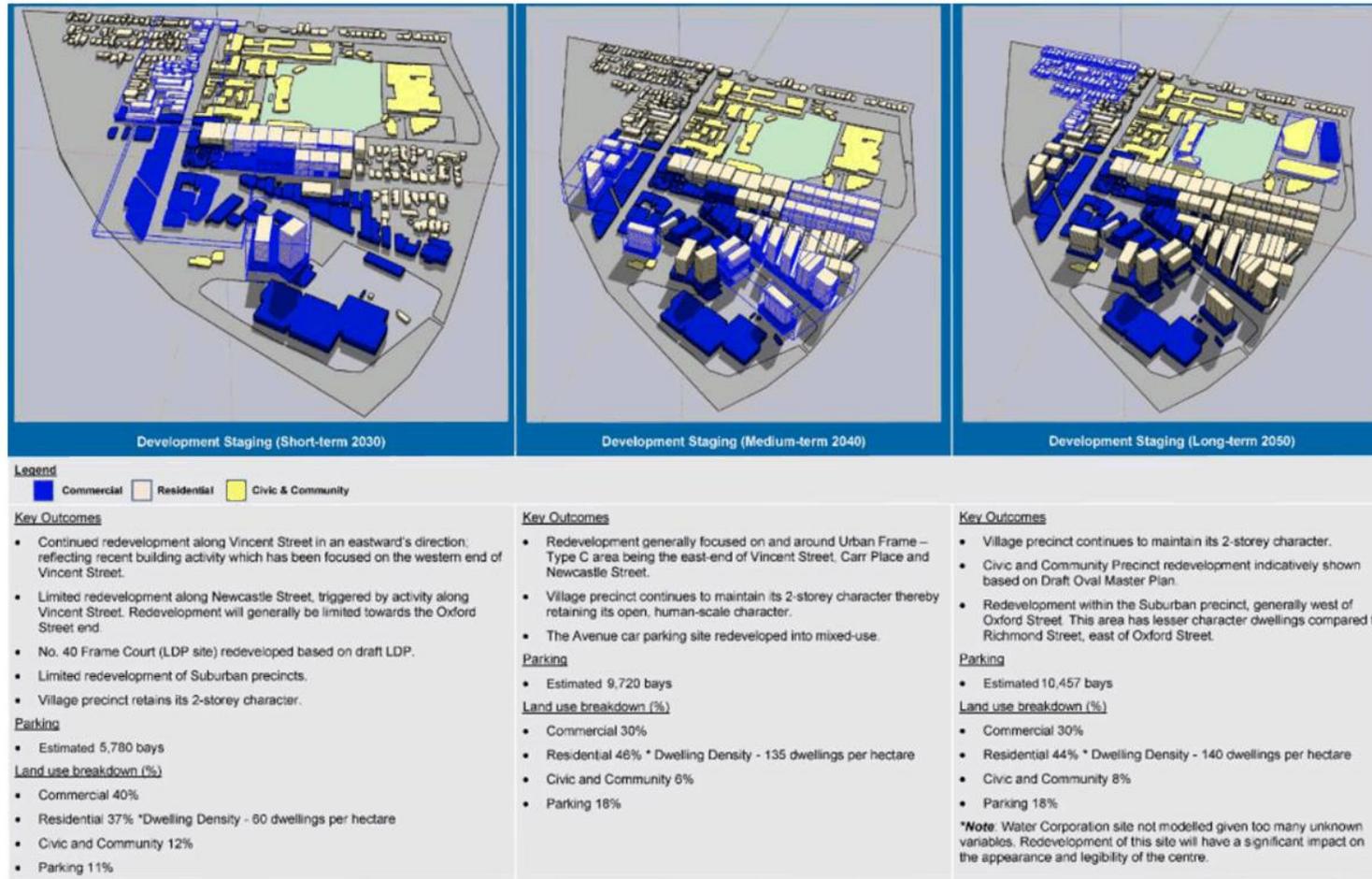


Figure 53 - Development staging

6.3 Key projects and staging

The actions critical to achieving the objectives of the Precinct Structure Plan are outlined in the following tables as short, medium and long-term goals.

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6.3.1 Short term (0-10 Years)

	Action	Responsibility	Key Stakeholders
Road Infrastructure	Modify road network infrastructure to match intended future Link and Place.	City of Vincent	Affected land and business owners
	Undertake trials for Oxford Street Parklets, including innovative play space and public breakout facilities.	City of Vincent	Affected land & business owners
	To determine the location and extent of pedestrian upgrades, a streetscape audit is recommended, the findings of which informs the placement of street trees, lighting, crossing improvements and path widening.	City of Vincent	
	Investigate solutions for Vincent Street, Oxford Street and Newcastle Street footpaths to be upgraded to a minimum of 2.0m with 2.5m+ desirable, and that footpath grade and material to be continued across crossovers and minor roads.	City of Vincent WAPC	MRWA
Laneways and Linkages	Acquire and construct laneways and new public spaces.	City of Vincent	Private landowners City of Vincent
	Support for pedestrian desire lines, including the planting of native shade producing trees and vegetation.		Water Corporation
	Formalising arrangements to utilise laneways.		
Heritage & Culture	Investigate suitable cultural interpretations throughout the precinct potentially including a public community garden, as a place to meet.	City of Vincent	Private landowners
Road Network	Modify Leederville Parade approach to Loftus Street, providing dedicated left-turn.	MRWA	City of Vincent WAPC
	Modify Vincent Street approach to Loftus Street, providing dedicated left-turn.	WAPC	City of Vincent

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	Action	Responsibility	Key Stakeholders
Public Transport	Improve bus stop infrastructure including shade, shelter and pedestrian crossing points. Integrate bus shelters into adjacent development where feasible.	Public Transport Authority (PTA) City of Vincent	
	Advocate for extension of CAT service to and through the Precinct Structure Plan area.	PTA	City of Vincent
	Advocate for local area transit service including: Trackless Tram Vincent Circular Subiaco - Bayswater routes This will require investigation into an appropriate funding mechanism.	PTA City of Vincent	
	Advocate for high-frequency public transport service along Loftus Street.	PTA	City of Vincent Local Residents
Active Transport	Undertake Streetscape Audit to inform the location for new street trees, lighting, crossings and path widening.	City of Vincent	
	Increase canopy cover on public land in line with the Greening Plan.	City of Vincent	
	Construct additional on-street bicycle parking, replacing existing car parking spaces.	City of Vincent	
	Reinforce pedestrian priority by continuing paths over crossovers using consistent material and grade.	City of Vincent	
	Construct on-road bicycle separation on the Vincent Street approach to the Oxford Street intersection.	City of Vincent	WAPC

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	Action	Responsibility	Key Stakeholders
	Undertake a business case into high-quality consolidated public or private bike facilities.	City of Vincent	
	Prepare a precinct-specific parking management plan at a fine-grained level.	City of Vincent	
Parking	Introduce Demand Responsive Pricing mechanisms for on-street and off-street public facilities. Extend mobile pay system across all bays.	City of Vincent	All visitors to centre
	Seek a business case for a major land transaction to facilitate and allow the sale of land subject to the construction of peripheral long-stay public parking..	City of Vincent	
	Increase universally accessible parking across the Activity Centre area.	City of Vincent	
Design Review Panel (DRP)	Ensure the DRP are referred development applications within the Precinct.	City of Vincent Developers	Residents, landowners, developers
Scheme Amendments	Deletion of Regional Centre zone from the scheme; Adding 'Centre' zone to the Scheme and rezone all precincts to 'Centre' zone; and Rezone Residential R40 land to 'Centre' zone.	City of Vincent WAPC	City of Vincent, WAPC, Landowners
	Request MRS rezoning of 246 Vincent Street to Urban.	City of Vincent WAPC	WAPC Department of Local Government, Sport and Cultural Industries
	Apply to remove condition from development approval for 246 Vincent Street to permit adaptive use of DLGSC building.	City of Vincent WAPC	WAPC

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Action		Responsibility	Key Stakeholders
			Department of Local Government, Sport and Cultural Industries
Resource Conservation	Achieve target for scheme water for new development of 53 kL per person per year.	City of Vincent	All residents
	Advocate to both State and Federal Government for higher building design standards for new builds and retrofits (all building types).	City of Vincent	Business owners, occupiers and residents
Stormwater Management	Maximise the capture, use and local infiltration of stormwater.	City of Vincent	Water Corporation City of Vincent
	Implement water sensitive urban design on both public and private land.	City of Vincent	Business owners, occupiers and residents Water Corporation
	Identify low traffic areas including pathways and medians in parking areas and incorporate permeable pavements and biofilters where practicable to minimise stormwater runoff and maximise treatment options.	City of Vincent	Water Corporation City of Vincent
	Retrofit existing stormwater management systems with appropriate water quality treatment infrastructure to achieve improved water quality outcomes at source.	City of Vincent	Water Corporation City of Vincent
	Use signage throughout the catchment to identify the hydrological connection between Lake Monger, stormwater, groundwater and the Swan River.	City of Vincent	Business owners, occupiers and residents Water Corporation

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	Action	Responsibility	Key Stakeholders
	Manage contaminated sites in accordance with the Contaminated Sites Act 2003 (WA).	City of Vincent	DWER Individual lot owners of contaminated sites
	Manage acid sulfate soils in accordance with best management practices and Department of Water Environmental Regulation requirements.	City of Vincent	DWER
LPSP Review	Five year minor review of outcomes aligned with recommendations. Ten year major review of LPSP.	City of Vincent	Land owners, Business owners, occupiers and residents
Public Open Space	Formalise William Traylen Park, which currently exists as shared private open space to be formalised as POS.	City of Vincent	Land owners, Business owners, occupiers and residents

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6.3.2 Medium term (11-20 years)

	Action	Responsibility	Key Stakeholders
Road Infrastructure	Modify Oxford street north of Vincent street to promote 30km/hr function.	City of Vincent	
	Investigate solutions for footpaths be upgraded to a minimum of 2.0m with 2.5m+ desirable, and that footpath grade and material to be continued across crossovers and minor roads.	City of Vincent	MRWA WAPC
Active Transport	Investigate Vincent Street bi-directional protected bike lanes, replacing existing on-street parking. This facility should continue through and connect seamlessly to the Freeway PSP.	City of Vincent Dept. of Transport (DoT)	
	Improve cycling connections from the Principal Shared Path to the Town Centre.	City of Vincent City of Vincent	
	Facilitate or construct high-quality public bike facilities; potentially co-located with a share bike scheme hub.		
	Replace Oxford Street bike lanes north of Vincent Street with safe mixed-traffic environment (<30km/hr).	City of Vincent	
	Provide fast-charge EV parking bays.	City of Vincent	
	Reassign existing on-street parking for loading zones and taxi/ride hailing.	City of Vincent	
	Consider allocating on-street spaces for car share (where appropriate).	City of Vincent	

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	Action	Responsibility	Key Stakeholders
	Construct large-scale public parking facilities in support of development.	City of Vincent	
Service & Infrastructure	Power - Construction of a new 132kV CBD substation to facilitate the decommissioning of 66kV substation in the area to address feeder congestion out of the zone substation to provide for increased population and emerging technologies such as electric vehicles.	Western Power	City of Vincent

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6.3.3 Long term (20+ years)

	Action	Responsibility	Key Stakeholders
Public Transport	Advocate for dedicated transit lanes along Loftus Street, recognising the limited capacity of this road for private vehicle movement.	WAPC DOT	City of Vincent
Active Transport	Improve connections from Leederville Station to the Activity Centre, potentially including activation and shelter along the route. Upgrade and improve paths based on condition assessment.	PTA MRWA WAPC City of Vincent	City of Vincent
Tree Canopy	Achieve 20% overall canopy by 2050, which requires additional tree canopy within the private domain.	City of Vincent	Private landowners City of Vincent

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PART

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APPENDICES

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- 1 [Context Report](#)
- 2 [Economic Profile Report](#)
- 3 [Transport Impact Assessment](#)
- 4 [Servicing Report](#)
- 5 [Local Water Management Strategy](#)
- 6 [‘Design Leederville’ Engagement Summary](#)
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LOCAL PLANNING SCHEME NO. 2

Amendment No. 7

Standard amendment to amend the 'Table – Zone objectives' to include 'Centre' zone and to reclassify the land subject to the Leederville Activity Centre from 'Regional Centre', 'Public Purpose', 'Parks and Recreation' and 'Residential' to 'Centre'.



FORM 2A

Planning and Development Act 2005

RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME

CITY OF VINCENT LOCAL PLANNING SCHEME NO. 2
AMENDMENT NO. 7

RESOLVED that the local government pursuant to section 75 of the *Planning and Development Act 2005* (as amended), amend the above Local Planning Scheme to:

1. Amend 'Table – Zone objectives' in Part 3 to include 'Centre' zone with the following objectives:

Zone name	Objectives
Centre	<ul style="list-style-type: none"> • To designate land for future development as a town centre or activity centre. • To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.

2. Reclassify the portion of land bounded by Bourke Street, Loftus Street and the Mitchell Freeway from 'Regional Centre', 'Public Purpose', 'Mixed Use', and 'Residential' to 'Centre';
3. Amend the Scheme Map to reflect 'Centre' zone for the land referred to as the Leederville Activity Centre;
4. Remove 'Public Purposes – Technical School' from part of Lot 511 (No. 43 Richmond Street, Leederville) and 'Public Open Space' from part of Lot 500 (No. 244-246 Vincent Street, Leederville);
5. Remove 'Regional Centre' zone from the Scheme Map legend;
6. Include 'Centre' zone in the Scheme Map legend represented by the colour R:148 G:248 B:250.

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

- The amendment relates to a zone that is consistent with the objectives of the Scheme;
- The amendment would have minimal impact on the surrounding area as the rezoning and reclassification of land would not alter the existing built form requirements on the subject sites;
- The amendment would not alter the Urban zoning under the Metropolitan Region Scheme;
- The amendment would not result in any significant environmental, social, economic or governance impacts; and
- The amendment is not considered to be a basic or complex amendment, as defined within the regulations.



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Modifications 2 to 4 (inclusive) – Scheme Map

Modification 5 and 6 – Map Legend

Existing:



Proposed:



- = Amendment area
- = Proposed removed reserves

Dated this day of 2021

CHIEF EXECUTIVE OFFICER

CITY OF VINCENT LOCAL PLANNING SCHEME NO. 2 SCHEME MAP 5 - MT HAWTHORN	
LEGEND	
METROPOLITAN REGION SCHEME RESERVES	
<small>Note: The Western Australian Planning Commission care of the Department of Planning should be consulted for full information on the actual land requirements for all Metropolitan Region Scheme Reserves.</small>	
	PARKS AND RECREATION
R	Restricted Public Access
	PRIMARY REGIONAL ROADS RESERVATION
	OTHER REGIONAL ROADS RESERVATION
	RAILWAYS
	PUBLIC PURPOSES
<small>Particular use denoted as follows:</small>	
H	Hospital
HS	High School
TS	Technical School
CP	Car Park
U	University
CG	Commonwealth Government
SU	Special Use
WSC	Water Authority of Western Australia
P	Prison
CITY OF VINCENT LOCAL SCHEME RESERVES	
	PUBLIC OPEN SPACE
R	Restricted
	PUBLIC PURPOSES
<small>Particular use denoted as follows:</small>	
PS	Primary School
CP	Car Park
CU	Civic Uses
HS	High School
I	Institute for the Deaf
W	Water Supply Sewerage and Drainage
TS	Technical School
CITY OF VINCENT SCHEME ZONES	
	RESIDENTIAL
	MIXED USE
	COMMERCIAL
	CENTRE
	LOCAL CENTRE
	DISTRICT CENTRE
	REGIONAL CENTRE
	SPECIAL USE
<small>Particular use denoted as follows:</small>	
CP	Car Park
CU	Community Use
FC	Function Centre
HC	Hall and Non Residential Club
H	Hotel
PW	Place of Worship
S	Service Station
	ADDITIONAL USE
ADDITIONAL INFORMATION & RESIDENTIAL PLANNING CODES	
	CODE AREA BOUNDARY
	SCHEME AREA BOUNDARY
	DENSITY CODE



CITY OF VINCENT

LOCAL PLANNING SCHEME NO. 2

Amendment No. 7

COUNCIL RECOMMENDED/SUBMITTED FOR APPROVAL

Supported for submission to the Minister for Planning for approval by resolution of the City of Vincent at the Ordinary Meeting of the Council held on the and the Common Seal of the City of Vincent was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

WAPC RECOMMENDED/SUBMITTED FOR APPROVAL

.....
DELEGATED UNDER S.16 OF
THE *PLANNING AND DEVELOPMENT ACT 2005*

DATE.....

APPROVAL GRANTED

.....
MINISTER FOR PLANNING
S.87 OF THE *PLANNING AND DEVELOPMENT ACT 2005*

DATE.....