

**9.3 DRAFT LEEDERVILLE PRECINCT STRUCTURE PLAN AND DRAFT LEEDERVILLE PLACE PLAN**

- Attachments:**
1. **Outcomes of Design Leederville**
  2. **Opportunities & Constraints**
  3. **Draft Leederville Precinct Structure Plan**
  4. **Draft Leederville Town Centre Place Plan**
  5. **Leederville Stakeholder Engagement Plan**

**RECOMMENDATION:****That Council:**

1. **PREPARES** Draft Leederville Precinct Structure Plan, included as Attachment 3, for the purpose of public advertising pursuant to Schedule 2, Part 4, Clause 16(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*;
2. **ENDORSES** the Draft Leederville Town Centre Place Plan for the purpose of advertising in accordance with the City's Policy No. 4.1.5 – Community Consultation; and
3. **NOTES:**
  - 3.1 **That the outcomes of advertising and the Draft Leederville Precinct Structure Plan and Leederville Town Centre Place Plan will be presented to Council for endorsement following the 42 day advertising period; and**
  - 3.2 **Administration will forward a copy of the draft Leederville Precinct Structure Plan to the Western Australian Planning Commission pursuant to Schedule 2, Part 4, Clause 18 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.**

**PURPOSE OF REPORT:**

For Council to consider the following documents for public advertising:

- Draft Leederville Precinct Structure Plan; and
- Draft Leederville Town Centre Place Plan.

**BACKGROUND:**

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.

Leederville has an established role through State Planning Policy No. 4.2 – Activity Centres for Perth and Peel, to support increased employment, economic activity, and residential development.

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.

The statutory planning framework itself, however, is not sufficient to fully guide an activity centre with such importance as Leederville. Further research and guidance is required for public spaces, hard and soft infrastructure requirements, improved mobility and access, and improved streetscape design.

To achieve this, three projects were included in the City's Corporate Business Plan 2020/21 – 23/24 as follows:

1. Draft Leederville Precinct Structure Plan (as Leederville Activity Centre Plan - Strategic Project No. 20);
2. Draft Leederville Town Centre Place Plan (contained within the Policy & Place focus areas projects and programs); and
3. Draft Leederville Oval Master Plan.

The draft **Leederville Precinct Structure Plan (LPSP)** applies to the area bound by Bourke Street to the North; Leederville Parade to the South; Loftus Street to the East; and the Mitchell Freeway to the West. It will guide planning assessments and decisions for all land in the area.

The draft **Leederville Town Centre Place Plan (LTCPP)** will guide the City's investment in the Town Centre specifically. It will be consistent with the Precinct Structure Plan and relate to public land and implementation of the LPSP objectives.

The **Leederville Oval Master Plan (LOM)** applies to the specific oval area, including the grandstand, Loftus Library and Community Centre, Gym and the City of Vincent Administration Centre.

The LPSP, LTCPP and LOM have been subject to significant research and public consultation prior to being drafted. To build on the SCP and understand how to relate the six priorities to Leederville, the City launched 'Design Leederville' in late 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.

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.

The results of the desktop research and community visioning included as **Attachment 1** is arranged into Opportunity & Constraints Maps, included as **Attachment 2**.

Drafting of the LPSP and LTCPP occurred in line with this mapping after receiving Council Members' feedback on 27 October 2020 and 8 December 2020. The LOM has been drafted and next steps for this site would be determined through the stakeholder and community engagement period, understanding more about how the community uses and values the site.

#### **DETAILS:**

The two drafts of the LPSP and LTCPP are presented to Council together to ensure they interact and align and can be put to the community for public consultation.

#### Leederville Precinct Structure Plan

The LPSP is in three parts. Part 1 contains the statutory provisions including structure plan map, zoning, reservations, land use intent, objectives and sub-precinct mapping. Part 2 provides guidance, background information and justification to explain the rationale for the provisions in Part 1. Part 3 contains the technical appendices and studies that informed the analysis in Part 2. The draft LPSP is included at **Attachment 3**.

The LPSP contains 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.

### Leederville Town Centre Place Plan

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 draft LTCPP is included at **Attachment 4**; its key proposals include:

- Improve the community benefit and function of existing public spaces:
  - Oxford Street Reserve Concept Plan development;
  - Leederville Village Square review.
- Create additional activated spaces for a growing population:
  - Leederville Laneway development;
  - Water Corporation Drainage Reserve formalisation;
  - The Avenue Car Park Laneway Urban Design Study.
- Improve connections to, and within, the Town Centre for people who choose to walk, cycle, or take public transport:
  - Identified Long Term Cycle Network route improvements;
  - Leederville Station upgrades;
  - Lake Monger underpass upgrades;
  - Wayfinding Strategy implementation;
  - Loftus Street crossing improvements.
- Improve the amenity of the Town Centre:
  - Public toilet improvements;
  - Lighting audit and improvements;
  - Streetscape audit and improvements.

The LTCPP includes an implementation framework with a minor and major review program.

### Leederville Oval

The City has undertaken a review of Leederville Oval to determine the current strengths, weaknesses and opportunities of the site. This was followed by stakeholder engagement with input from key users and businesses on and surrounding the site. A working group of the key stakeholders explored and reviewed the strengths, weaknesses and opportunities for the site and has provided input to the City. The City has also engaged with the WAFL and pre-season AFL games and Leederville Connect on the site.

This work highlighted a major weakness for the site, being the age of its current building assets and raised various options for addressing these on the site. Before drafting a set of options for the site, it is proposed that the broader community be consulted on the future of the site. Following Stakeholder and Community Engagement, a short and medium term plan for the site would be presented to Council pertaining to works and management of Leederville Oval.

### Scheme Amendment

Pending the outcomes of advertising, Administration will consider preparing a Local Planning Scheme amendment to introduce provisions of zoning, land use and development height to provide certainty to the community and development industry the details of this will be informed by the community consultation outcomes.

#### **CONSULTATION/ADVERTISING:**

The consultation of the draft LPSP and draft LTCP is branded Design Leederville and includes:

- An Imagine Vincent page including the draft documents and a survey for feedback;
- Targeted post cards and local business post card drop regarding consultation;
- Meet the project team in Leederville to introduce each draft; and
- A follow up question and answer session with the project team in Leederville.

The stakeholder engagement plan included as **Attachment 6** expands on the above consultation.

The Reconciliation Action Plan Working Group are also providing advice on consultation.

The formal consultation proposed for the draft LPSP would accord with Schedule 2, Part 4, Clause 18 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

#### **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;
- Perth and Peel@3.5million Sub Regional Framework;
- State Planning Policy 3.1 – Residential Design Codes (R Codes);
- Local Planning Scheme No. 2; and
- Policy No. 4.1.5 – Community Consultation.

#### **RISK MANAGEMENT IMPLICATIONS PREPARE THE DRAFT PLANS FOR THE PURPOSE OF ADVERTISING.**

#### **STRATEGIC IMPLICATIONS:**

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

##### Sensitive Design

*Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.*

#### **SUSTAINABILITY IMPLICATIONS:**

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

*Sustainable Energy Use  
Sustainable Transport  
Water Use 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 will be met through the City's existing operational budget.

The implementation of the actions within the LTCPP 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	

**COMMENTS:**

Leederville is one of Perth's most successful town centres. The LPSP and LTCPP have been developed to ensure Leederville thrives into the future. The documents address current issues impacting the town centre and seek to take advantage of its many opportunities for the benefit of the community.

Development demand is increasing in Leederville. It is timely that Council considers a new and contemporary planning framework to support the next phase of development.

If adopted, the LPSP and LTCPP would both incentivise and guide private and public investment in Leederville into the future.





## Developing a vision to Design Leederville

The community of Vincent and Leederville have previously engaged in a consultative process of imagination. Through “Imagine Vincent” the community, stakeholders and Council articulated their expectation for industry leading planning and design outcomes, through the themes shown below.

Design Leederville continued the conversation, engaging the community in the development of a vision for Leederville Town Centre.

Community, business and stakeholders were invited to engage through a Gallery of Ideas that popped up around Leederville and on the Imagine Vincent website. The Gallery presented ideas for the future growth

of Leederville, based around the themes of Imagine Vincent. The Gallery also invited participants to provide additional ideas to Design Leederville.

Further engagement was invited through community workshops.

The following pages illustrate the evolution of the Gallery of Ideas into a vision for Leederville, and capture the key themes and additional ideas that community and stakeholders have provided to be considered by the City as they develop an Activity Centre Plan and Place Plan for Leederville.

## THEMES



### Enhanced Environment

The natural environment contributes greatly to our inner-city community. We want to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.



### Accessible City

We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.



### Connected Community

We are a diverse, welcoming and engaged community. We want to celebrate what makes us unique and connect with those around us to enhance our quality of life.



### Thriving Places

Our vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.



### Sensitive Design

Design that ‘fits in’ to our neighbourhoods is important to us. We want to see unique, high quality developments that respect our character and identity and respond to specific local circumstances.



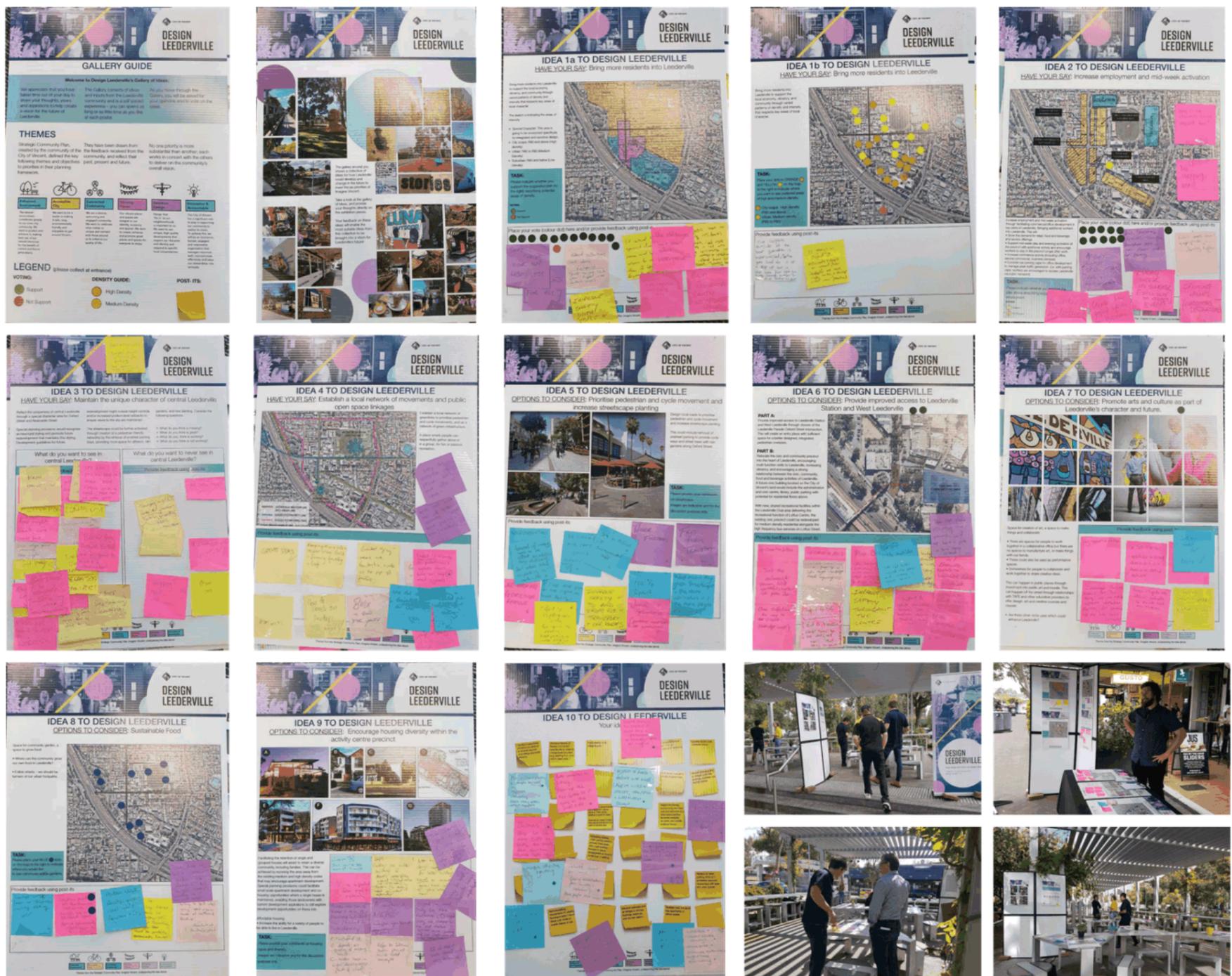
### Innovative & Accountable

The City of Vincent has a significant role to play in supporting our community to realise its vision. To achieve this, we will be an innovative, honest, engaged and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.



## The Gallery of Ideas

A key instrument to engage with community, business and stakeholders, the Gallery of Ideas considered ways that future planning and development in Leederville Town Centre could achieve the themes of Imagine Vincent. These ideas, and community responses to them, are shown below. With a strong focus on spatial elements, the Gallery of Ideas evolved into the Vision for Leederville Town Centre based on community feedback. Specific comments on the spatial patterns of density and intensity, and general support for streetscapes as places that prioritised people and pedestrians over cars led to the resolution of character areas and public realm framework of the spatial vision.





## Evolution of Ideas to Vision - Character

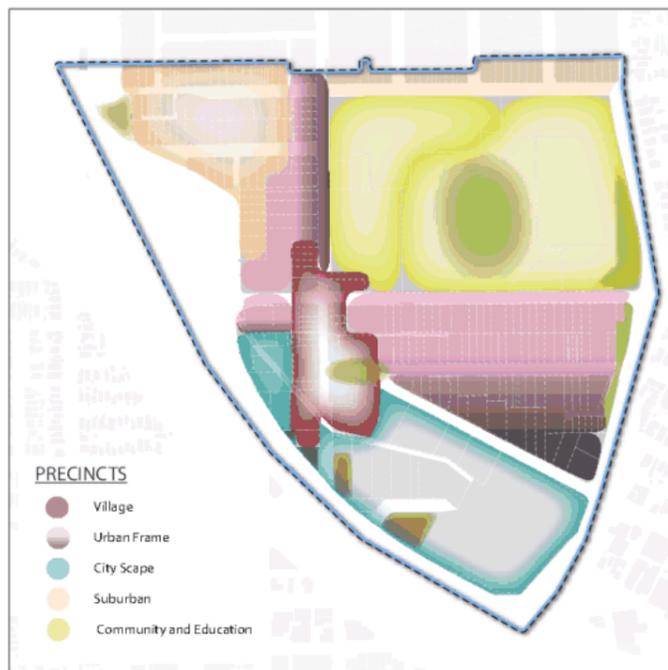
Several ideas from the Gallery of Ideas discussed how density can support the various themes of Imagine Vincent, and considered where different levels of density might be appropriate across the town centre area.

The community's feedback on these ideas informed the development of character areas within the Vision as shown below.



### Character Areas

- Village: the heart and character of Leederville;
- Urban Frame: supporting vibrancy through people;
- Cityscape: locating high density away from the suburban edge and areas of character retention;
- Suburban: providing diversity and opportunities for alternative forms of housing; and
- Community and Education: maintaining a diversity of recreational, social, residential and civic services in Leederville.

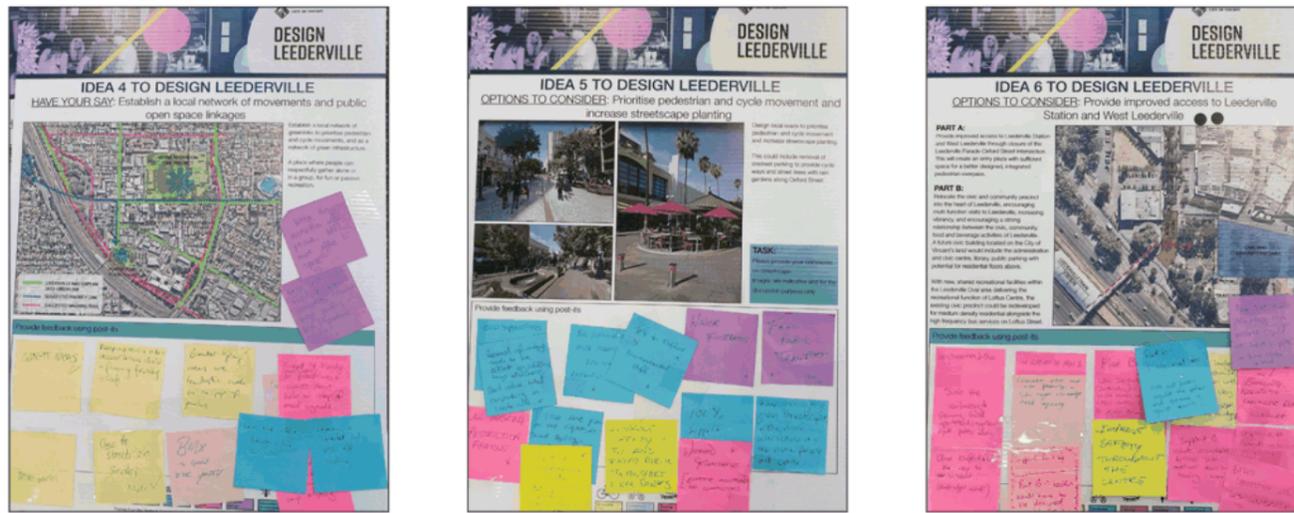




# Evolution of Ideas to Vision - Public Realm

Several ideas from the Gallery of Ideas discussed ways to shape and define the public realm.

The community's feedback on these ideas informed the public realm framework of the Vision as shown below.



## Internal Links

## Local Street Network



- PUBLIC REALM**
- Key Pedestrian Connectors
  - Shared space treatment
  - Public Open Space
  - Shared Spaces
  - Active Green Links
  - Opportunistic Active Green Links
  - Local Access
  - Key Connectors (Regional)
  - Key Connectors (Local)
  - Connectors



## Evolution of Ideas to Vision - - Sense of Place

Several ideas from the Gallery of Ideas discussed and evoked ways in which the future of Leederville can reflect, define, and retain its sense of place..

The community's feedback on these ideas informed the guiding principles that sit alongside the spatial elements of the Vision, as shown below.



### Guiding Principles

- Green
- Walkable
- Family Friendly
- People Oriented
- Reflective of Character and Heritage
- Adaptable
- Safe



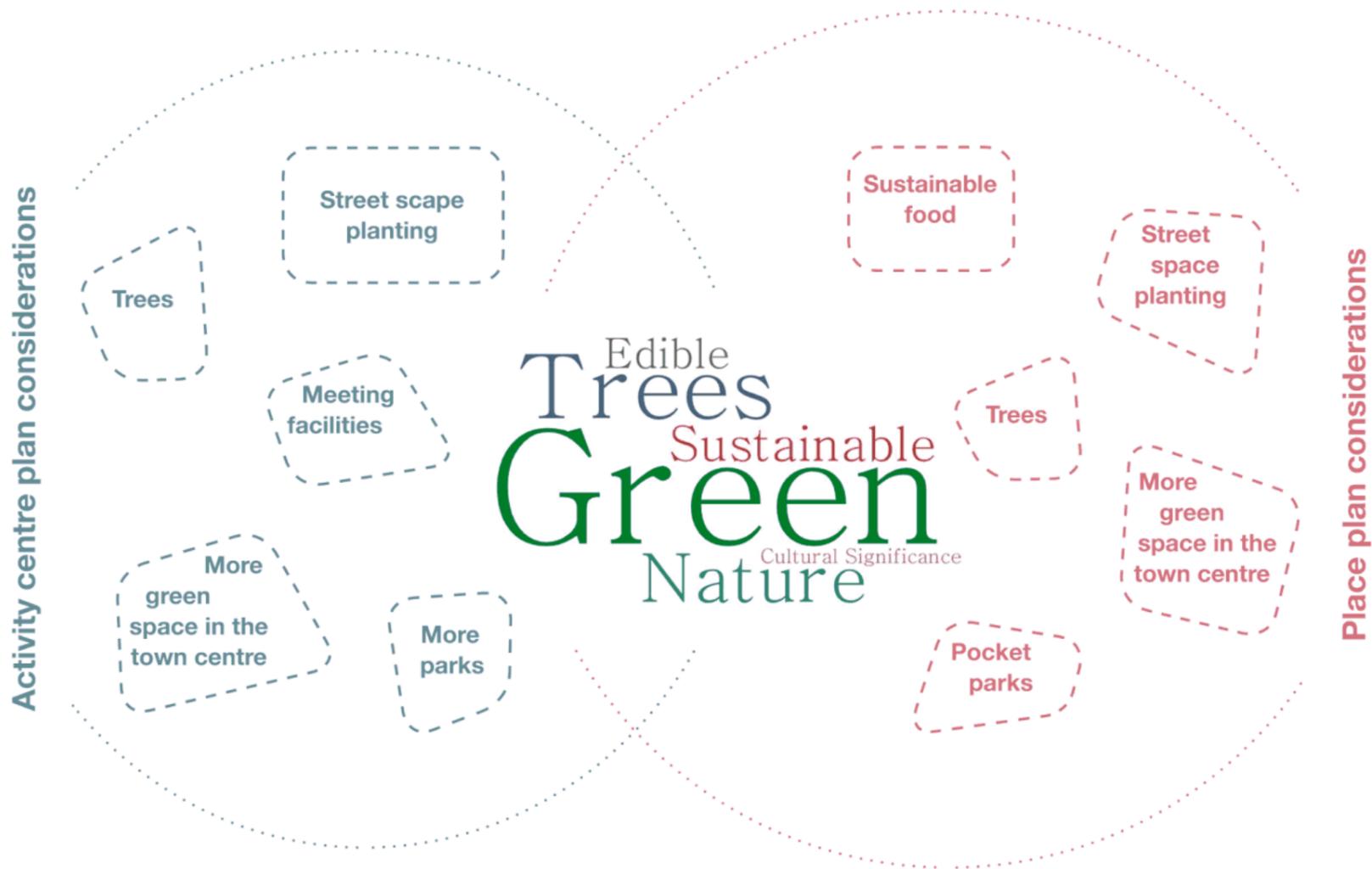
## Enhanced Environment

Through online engagement, a travelling gallery of ideas, and community workshops we collected a number of ideas and aspirations for the future of Leederville.

Those related to an enhanced environment are shown below.

The key themes from conversations and ideas were brought into a word cloud below, and have led to the guiding principles alongside the spatial frameworks for the Leederville Town Centre vision.

These ideas and aspirations will be further explored and tested in the development of an Activity Centre Plan and Place Plan for Leederville Town Centre.



Enhanced Environment



Accessible City



Connected Community



Thriving Places



Sensitive Design



Innovative & Accountable





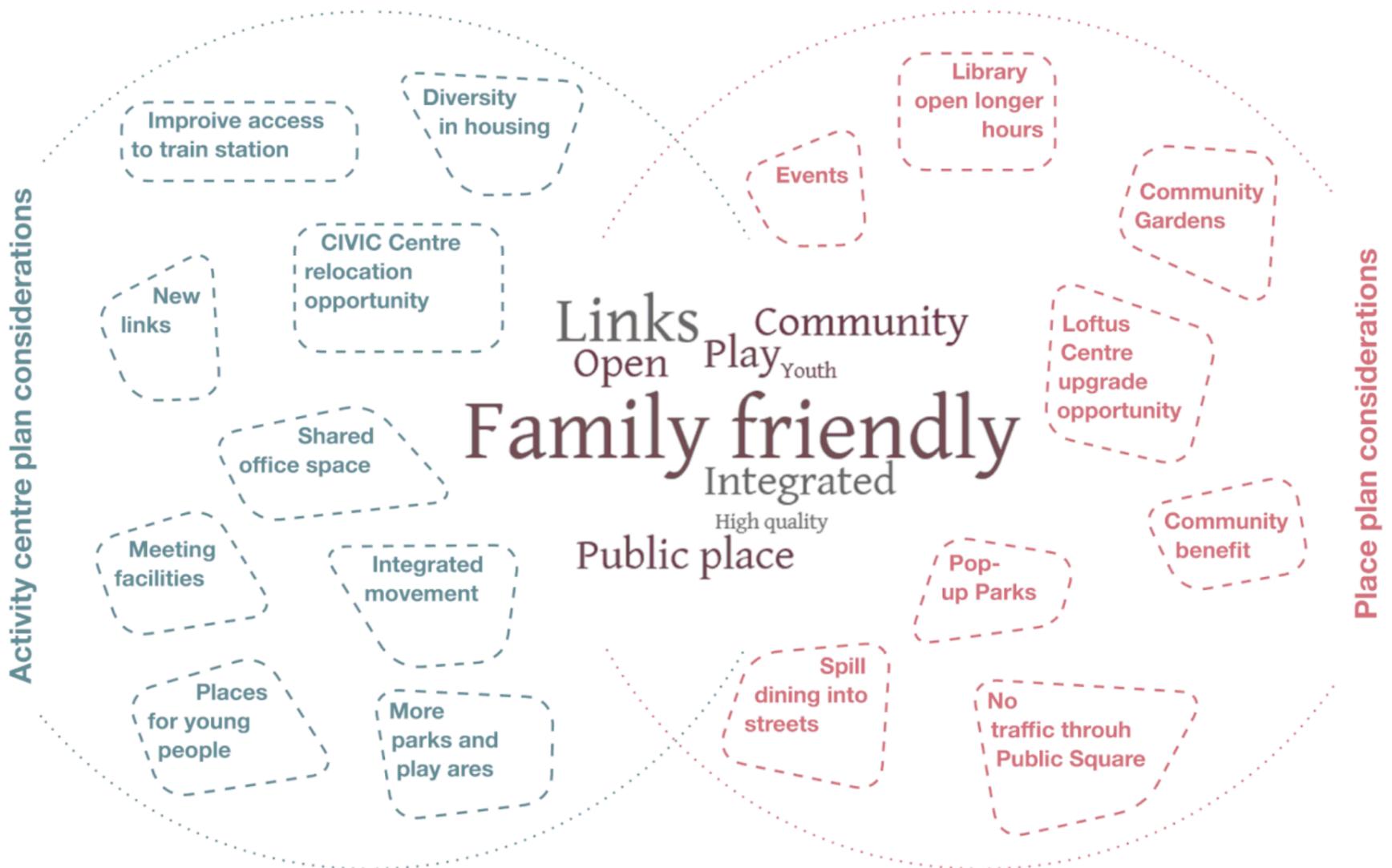
## A Connected Community

Through online engagement, a travelling gallery of ideas, and community workshops we collected a number of ideas and aspirations for the future of Leederville.

Those related to a connected community are shown below.

The key themes from conversations and ideas were brought into a word cloud below, and have led to the guiding principles alongside the spatial frameworks for the Leederville Town Centre vision.

These ideas and aspirations will be further explored and tested in the development of an Activity Centre Plan and Place Plan for Leederville Town Centre.





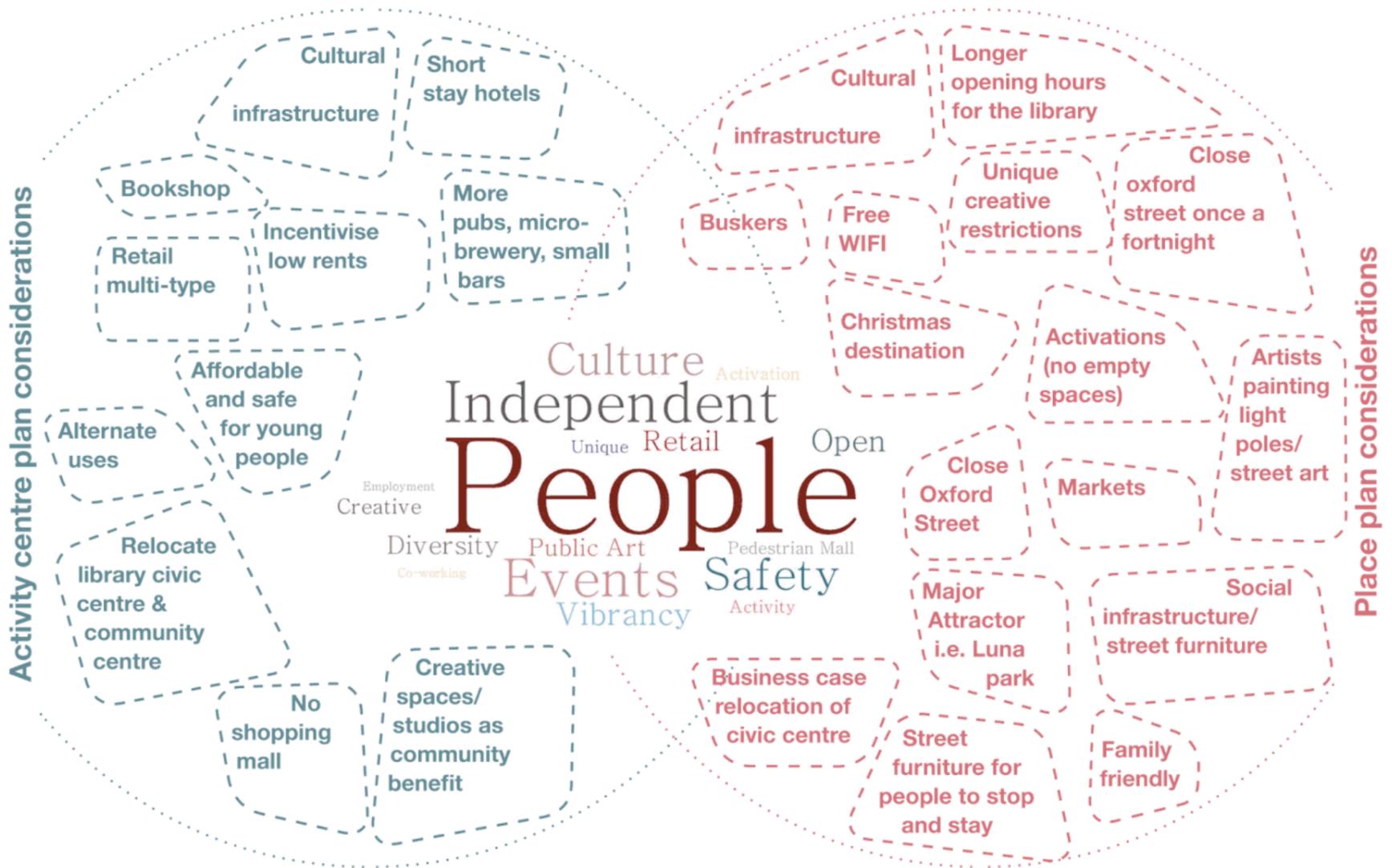
## Thriving Places

Through online engagement, a travelling gallery of ideas, and community workshops we collected a number of ideas and aspirations for the future of Leederville.

Those related to thriving places are shown below.

The key themes from conversations and ideas were brought into a word cloud below, and have led to the guiding principles alongside the spatial frameworks for the Leederville Town Centre vision.

These ideas and aspirations will be further explored and tested in the development of an Activity Centre Plan and Place Plan for Leederville Town Centre.





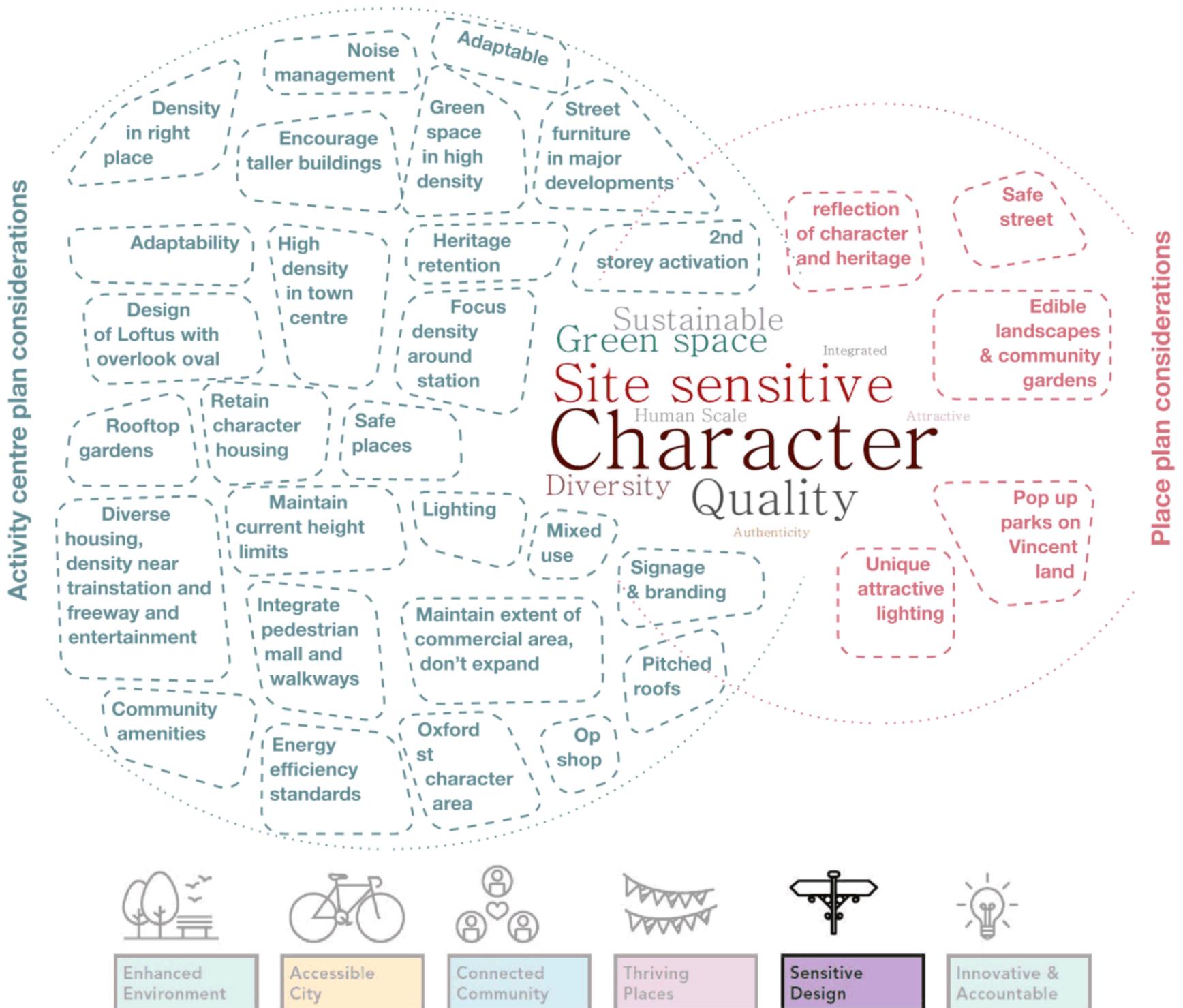
# Sensitive Design

Through online engagement, a travelling gallery of ideas, and community workshops we collected a number of ideas and aspirations for the future of Leederville.

Those related to sensitive design are shown below.

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These ideas and aspirations will be further explored and tested in the development of an Activity Centre Plan and Place Plan for Leederville Town Centre.





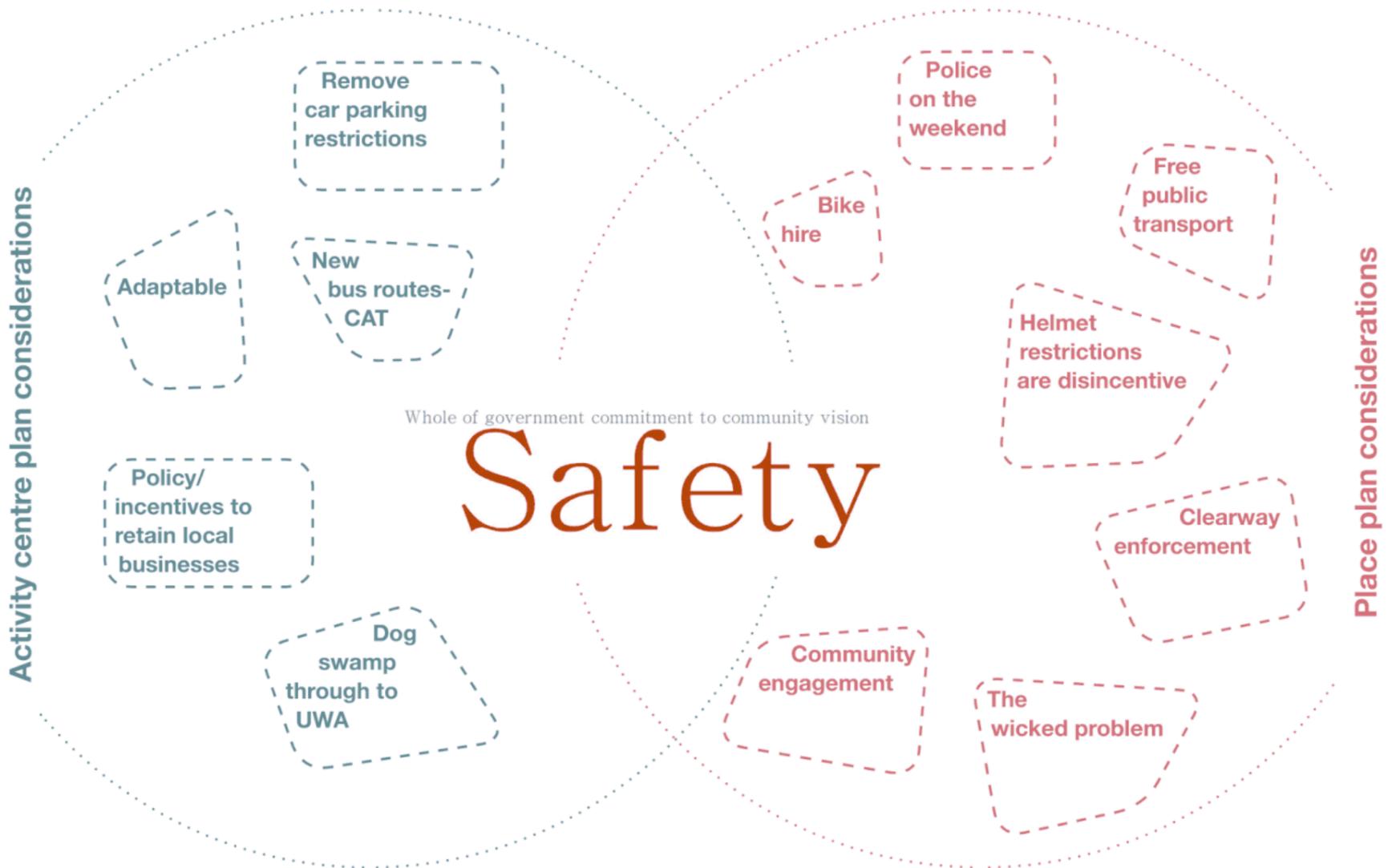
## Innovative & Accessible

Through online engagement, a travelling gallery of ideas, and community workshops we collected a number of ideas and aspirations for the future of Leederville.

Those related to innovative and accessible are shown below.

The key themes from conversations and ideas were brought into a word cloud below, and have led to the guiding principles alongside the spatial frameworks for the Leederville Town Centre vision.

These ideas and aspirations will be further explored and tested in the development of an Activity Centre Plan and Place Plan for Leederville Town Centre.



Enhanced Environment



Accessible City



Connected Community



Thriving Places



Sensitive Design



Innovative & Accountable



## WHERE DO WE WANT TO BE?

The community of Vincent and Leederville have previously engaged in a consultative process of imagination. Through “Imagine Vincent” the community, stakeholders and Council articulated their expectation for industry leading planning and design outcomes, through the themes shown below.

Design Leederville continued the conversation, and included community workshops and a gallery of ideas to interpret these themes specifically within the Leederville Town Centre.

The following pages present the outcomes of Design Leederville as a strategic vision. The vision presents the community’s innovative ideas for the future that will be further explored and tested in the development of an Activity Centre Plan and Place Plan. The vision also identifies key elements of Leederville’s future form and function – focused on the form of public spaces, and the scale and character of the built form.

## THEMES

<p><b>Enhanced Environment</b></p>	<p><b>Accessible City</b></p>	<p><b>Connected Community</b></p>	<p><b>Thriving Places</b></p>	<p><b>Sensitive Design</b></p>	<p><b>Innovative &amp; Accountable</b></p>
<p>The natural environment contributes greatly to our inner-city community. We want to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.</p>	<p>We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.</p>	<p>We are a diverse, welcoming and engaged community. We want to celebrate what makes us unique and connect with those around us to enhance our quality of life.</p>	<p>Our vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.</p>	<p>Design that ‘fits in’ to our neighbourhoods is important to us. We want to see unique, high quality developments that respect our character and identity and respond to specific local circumstances.</p>	<p>The City of Vincent has a significant role to play in supporting our community to realise its vision. To achieve this, we will be an innovative, honest, engaged and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.</p>



# Character and Function

Leederville Town Centre is formed by a collective of functional areas that contribute specific form and flavour, creating a thriving place of unique character that integrates into its surrounding neighbourhoods.

## Guiding Principles

- Green
- Walkable
- Family Friendly
- People Oriented
- Reflective of Character and Heritage
- Adaptable
- Safe

### PUBLIC REALM

- ↔ Key Pedestrian Connectors
- Shared space treatment
- Public Open Space
- ▬ Shared Spaces
- ▬ Active Green Links
- ⋯ Opportunistic Active Green Links
- ▬ Local Access
- ▬ Key Connectors (Regional)
- ▬ Key Connectors (Local)
- ▬ Connectors
- ▬ Existing public parking, future development to integrate public parking.

### PRECINCTS

- Village
- Urban Frame
- City Scape
- Suburban
- Community and Education





## Character and Function

Leederville Town Centre is formed by a collective of functional areas that contribute specific form and flavour, creating a thriving place of unique character that integrates into its surrounding neighbourhoods.



### Village

The heart of Leederville. An urban form that respects the existing character of the area, with an active streetscape and human scale intensity. It is recommended that development controls encourage retail, food and beverage

on ground floor, office and retail at podium level, with modest apartment living above in a manner that maintains the openness of the existing streetscape and a village look and feel.

### Urban Frame

Creating vibrancy through people. A medium intensity urban environment, that supports apartment living and office development supporting a thriving day and night economy for Leederville.

Development controls will manage the transition between the urban frame and village, promote ground floor vibrancy, and facilitate a gradual increase of height from Vincent Street towards the City.



### Cityscape

Overlooking the freeway, and located away from the unique, valued character areas of Leederville, high density development creates incentives for social infrastructure and unique public spaces delivered through private development. The intensity of apartment living, office development, and active ground floor uses supports the thriving day and night economy of Leederville.

and well designed towers that brings the urban flavour of Leederville into this precinct. It is recommended that additional controls for Cityscape buildings along the southern edge of Oxford Street provide an integrated edge to the village heart.

Development controls are recommended to focus on human scale podium development

Increased development potential provides longer term opportunity to integrate buildings and train station access.

### Community and Education

An integrated civic, community and education precinct providing a diversity of recreational, social, residential and civic services for the community. Future redevelopment will look to better integrate the relationship between Loftus Centre and Leederville Oval, and create legible pedestrian and cycle linkages within and through the precinct.

Maintaining a diversity of uses for a diverse community. Existing educational facilities are recognized within a hub of learning, recognizing the importance of diverse use and activity to provide an activated, intergenerational place.



### Suburban

Maintaining character and providing opportunities for alternative forms of housing in Leederville, not just apartments.

Within the lower range of medium density controls, townhouses, villas, and retained single houses provide for diversity of living opportunities in proximity to Leederville's thriving centre.



# Public Realm

A diversity of public spaces connect the community physically and emotionally to their place.

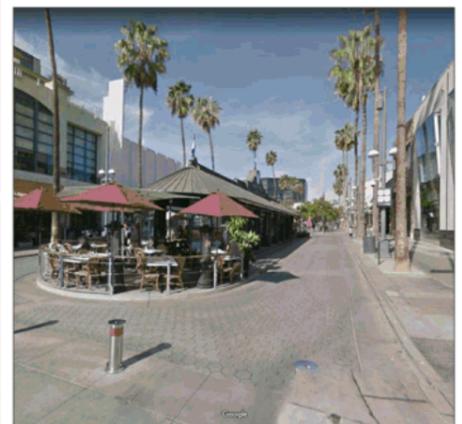


Movement links create a journey of experience within and between the precincts of Leederville and into the localities that surround.

Road design prioritises and welcomes pedestrians and cyclists.

The public realm provides the green infrastructure of Leederville: an urban forest with community gardens. Streets are green, with additional trees expanding Leederville's urban forest canopy.

Public spaces support intergenerational use and enjoyment.



"Leederville Town Centre has a unique character. Oxford Street, its traditional shopping street running through the town centre, has seen continuous trade since the late 1800's, and has served the local community continuously for 100 years.

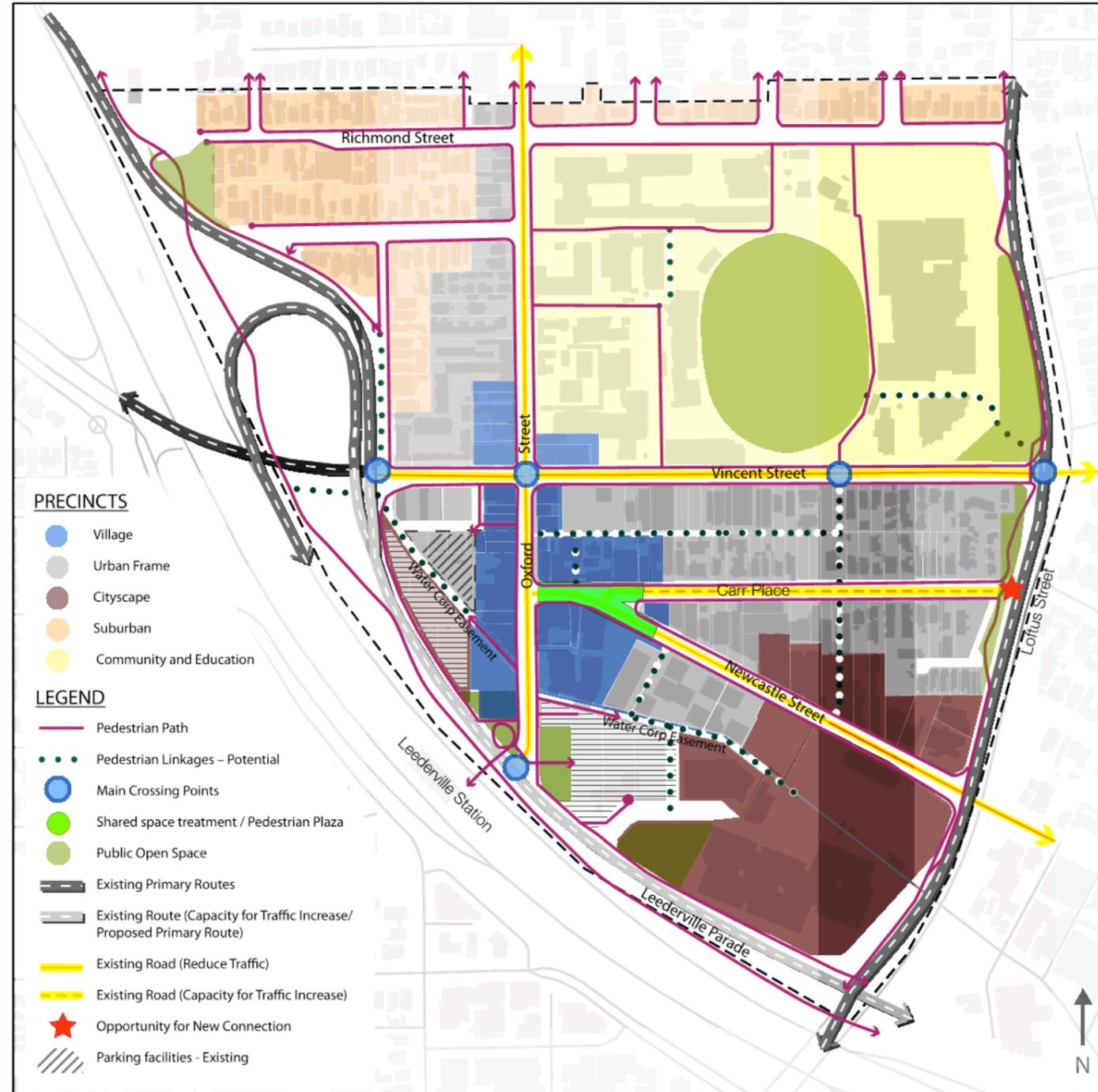
Leederville's character derives from the working class origins of the local community. Many of the humble workers' cottages remain, while local icons such as some Oxford Street shop fronts, the Leederville Hotel and the Luna Cinema are essentially unchanged.

The construction of the Mitchell Freeway cut Oxford Street off from the city of Perth, and during the 1970's and 1980's Leederville Town Centre lost much of its energy. This was a momentary pause, for the construction of the Perth to Joondalup train line and the Leederville station during the 1990's reconnected Leederville to the CBD.

Unlike some of the more gentrified areas of Perth's inner city ring, Leederville has retained a grungy working class feel and has developed a unique, vibrant and youthful atmosphere."

Leederville Masterplan Built Form Guidelines 2012

**PRECINCT AND CONTEXT PLAN**





**Enhanced Environment**

**What do we want to achieve?**

- Solar and daylight access to public and private open spaces;
- Minimise heat gain and glare;
- Retain existing and healthy trees;
- Improve tree canopy;
- Improved landscaping outcomes for new developments; and
- Increased tree planting along streetscapes.

**What will we do to achieve it?**

- Include provisions and incentives to:
  - Optimise solar access;
  - Incorporate shading and glare control;
  - Retain trees; and
  - Facilitate improved landscaping outcomes.
- Utilise Water Corporation easements and drainage channel for green and pedestrian links;
- Implement the actions of the City's Greening Plan in the Town Centre; and
- Water Sensitive Urban Design (WSUD) mechanism to assist the drainage.

**ENHANCED ENVIRONMENT:**



**Village precinct**

**What do we want to achieve?**

- ◆ Maximised solar and daylight access; and
- ◆ Planting of appropriate trees in suitable locations that is conducive to tree growth.

**What will we do to achieve it?**

- Identify and protect appropriate existing trees having regard to canopy growth as well as overshadowing impact to private and public open spaces;
- Promote the use of both soft and hard landscaping treatments towards shading and glare control; and
- Create public spaces on City landholdings which are flexible, attractive, have good amenity and support opportunities for social interaction between people.

**Urban Frame precinct**

**What do we want to achieve?**

- ◆ Improve tree canopy (long term) to offset reduction of tree canopy from pre-development condition.

**What will we do to achieve it?**

- Incentivise landscaping treatment for new developments.

**Cityscape precinct**

**What do we want to achieve?**

- ◆ Reduce urban heat effect created by large carpark areas.

**What will we do to achieve it?**

- Investigate improvement of tree canopy (long term) at large car parking spaces and alternative trafficable surfaces (e.g. permeable surfaces which allow for stormwater drainage and deep root soil area for trees).

**Suburban precinct**

**What do we want to achieve?**

- ◆ Improve tree canopy (long term) to offset reduction of tree canopy from pre-development.

**What will we do to achieve it?**

- Application of deep soil area criteria as per section 5 – residential of Policy No. 7.1.1: Built Form.

**Community and Education precinct**

**What do we want to achieve?**

- ◆ Promote public open space utilisation; and
- ◆ Walking trails which have educational and high amenity value.

**What will we do to achieve it?**

- Improved utilisation of precinct for private and public purposes; and
- Promote the creation of pedestrian linkages which have both educational and amenity values for the precinct. Furthermore, pedestrian linkages to improve walkability between precincts.



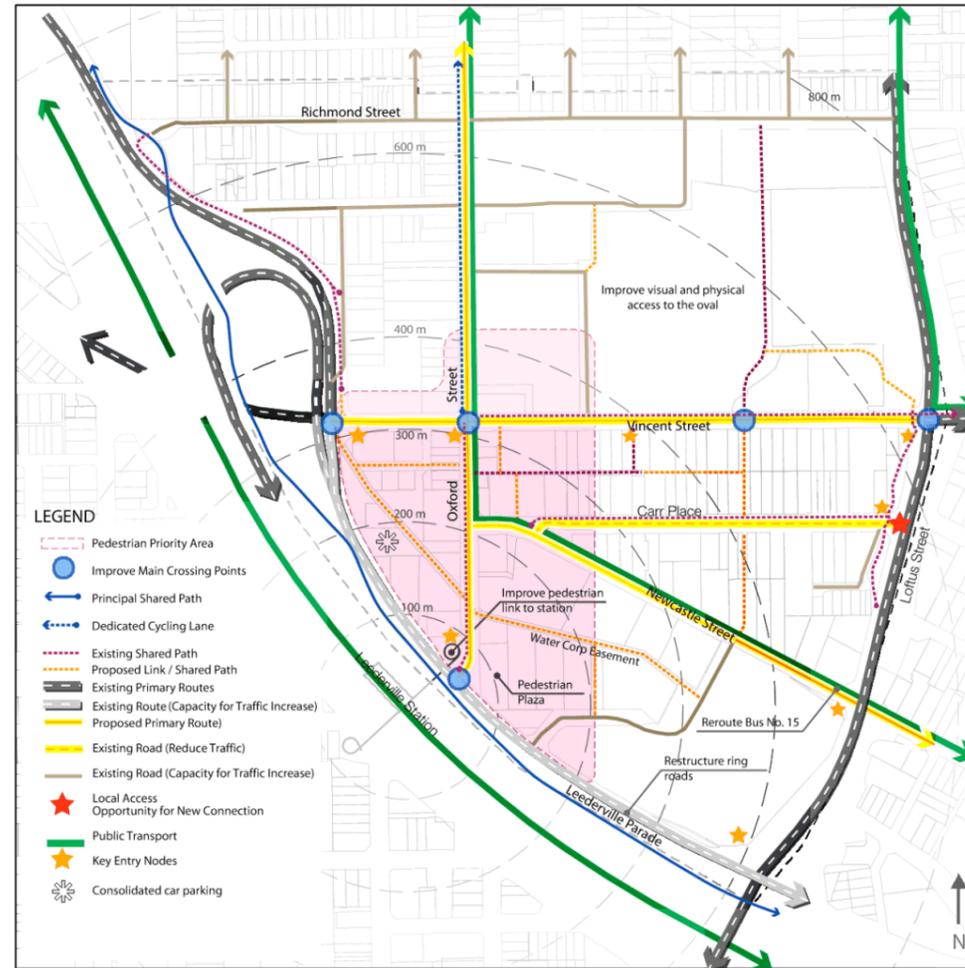
**What do we want to achieve?**

- Walking and cycling prioritised; and
- Improved links between the Leederville train station, public bus routes and all precincts.

**What will we do to achieve it?**

- Improve pedestrian and cyclist amenity along key routes with a convenient, comfortable, safe and connected network;
- Reduce vehicle priority and speeds along key pedestrian networks;
- Reinforce key entry points to the centre; and
- Include provisions and incentives to:
  - Include end of trip facilities within new developments.

**ACCESSIBLE CITY:**



**Village precinct**

**What do we want to achieve?**

- ◆ Prioritisation of pedestrians and cyclists along Oxford Street, Vincent Street and the intersection of Carr Place and Newcastle Street;
- ◆ Enhance existing laneways, pedestrian arcades and back-of-house areas; and
- ◆ Improve pedestrian access across problematic intersections including at the corner of Loftus Street x Leederville Parade, entrance to the Water Corp land from Loftus Street and corner of Loftus Street x Newcastle Street.

**What will we do to achieve it?**

- Investigate reconfiguration of Oxford Street to increase pedestrian and cycle network priority through reduced road pavement, widened footpaths, pedestrian priority at cross intersections, improved lighting and additional street tree planting (Refer to Page 6);
- Work with the State Government and Town of Cambridge to implement improvements to key pedestrian links from Leederville Station to the Village precinct core including an audit against the relevant disability discrimination act to assess the access conditions;
- Provision of improved lighting, landscaping and active facades / surveillance;
- Investigate problematic intersections and implement road network improvements to prioritise non-vehicular movement by addressing and implementing measures to reduce delay; and
- Investigate the permanent rerouting of Bus No. 15 which is currently redirected every time the Village Square is closed to vehicular traffic as a precursor to closing off local roads central to the Village precinct from vehicles in the future.

**Urban Frame precinct**

**What do we want to achieve?**

- ◆ Less vehicles and traffic on Oxford Street, Vincent Street and Newcastle Street;
- ◆ To provide a clear and logical vehicle network and hierarchy whilst encouraging a shift to other modes of transport;
- ◆ Strengthen north-south linkages to improve pedestrian legibility through the precinct; and
- ◆ Car parking that is easy to find and access whilst having minimal disruption to pedestrians, cyclists and public transport.

**What will we do to achieve it?**

- Implement pedestrian priority improvements;
- Investigate quality of Oxford Street, Vincent Street and Newcastle Street and implement pedestrian infrastructure improvements such as widening footpaths, pedestrian priority and intersections, improved lighting and additional street tree planting;
- Encourage new developments to provide laneway access or consolidate existing points of access to minimize vehicle crossovers and movements on Oxford Street, Vincent Street and Newcastle Street;
- Consolidate car parking facilities at strategic locations which are accessible from primary routes / ring roads in order to maximise pedestrian and cyclist safety within the Precinct;
- Upgrade existing and create new laneways and green links where pedestrian and cyclist activity and movement is desired;
- Investigate the implementation of maximum car parking rates rather than minimum for all developments within the precinct; and
- Potential to open Carr Place onto Loftus Street.

**What will we do to achieve it?**

- ◆ Redevelop the water Corporation drain to create green linkages as it cannot be built on; opportunity to create green linkages to improve access throughout the precinct and beyond to Lake Monger;
- ◆ Classify Leederville Parade and Loftus Street to function as the primary vehicle access routes into the precinct; and
- ◆ Investigate opportunity to create a pedestrian plaza at the southern end of Oxford Street. Remove barriers to better connect the community facilities with Oxford Street activities to enhance community connection and improve pedestrian movement through the area.

**Suburban precinct**

**What do we want to achieve?**

- ◆ Improved pedestrian amenity and safety; and
  - ◆ Reduce vehicle speeds.
- What will we do to achieve it?**
- Undertake an audit of pedestrian and cyclist infrastructure to determine where upgrades or repairs are required;
  - Undertake an audit of vehicle speeds to determine where traffic calming, verge tree pruning / replanting and other improvements are required; and
  - Provide traffic calming.

**Community and Education precinct**

**What do we want to achieve?**

- ◆ Improve pedestrian and cyclist access and permeability in and through the precinct.

**What will we do to achieve it?**

- Analyse the existing pedestrian and cyclist network and identify areas to improve shade cover, lighting and need to create continuous footpath linkages to and from the precinct; and
- Install coordinated way-finding signage to direct pedestrians and cyclists to key destinations points within the precinct as well as directions to those outside of the precinct.



**ROAD RESERVE CONFIGURATION OPTIONS**



**Background**

Community members comprising local residents and business stakeholders have expressed a desire to close Oxford Streets to vehicular traffic. However, counter-arguments have been raised questioning whether the Centre is mature enough to be able to support a closure which may result in adverse side effects to current levels of safety and servicing within the area.

In order to improve upon the existing car-centric road layout which is fundamentally constrained by the central landscape median, it is recommended that the City explore new road, parking and pedestrian network design options consistent with latest urban design principles.

The following options present some 'mid-life' ideas and opportunities for testing in the lead-up to the closure of Oxford Street:

**Option A**

- Vehicular access limited to eastern and/or western half of the existing road reserve. Design can vary this to add interest as well as traffic-calming to the road network.
- Existing parallel parking bays converted to perpendicular bays and the existing central landscape median and footpath to contain street furniture and parklets.
- Traffic calming options to be implemented and vehicle speeds reduced and sign-posted to emphasise pedestrian focus.
- Pedestrian pathways on both sides of the street.
- Vehicular access on the west an east creates both morning and afternoon-focused pedestrian space relative to solar / daylight access.

**Option B**

- Vehicular access limited to western side of street only.
- Existing parallel parking bays converted to perpendicular bays and the existing central landscape median and footpath to contain street furniture and parklets.
- Vehicular access on the west creates an afternoon-focused pedestrian space relative to solar / daylight access.

**Option C**

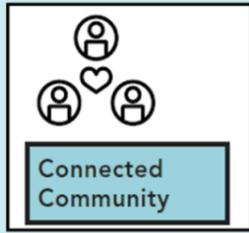
- Vehicular access limited to eastern side of street only.
- Existing parallel parking bays converted to perpendicular bays and the existing central landscape median and footpath to contain street furniture and parklets.
- Vehicular access on the east creates a morning-focused pedestrian space relative to solar / daylight access.

Parklet  
 Parking

*"Parklet" - Parklets are re-purposed parking bays which are designed to create spaces for pedestrian activity. Parklet setups could contain things like seating, tables, greenery and bike parking facilities. Parklets are public spaces for the community to enjoy.*

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**Connected Community**

**What do we want to achieve?**

- Opportunities for events, festivals, markets and activities to support a vibrant and activated town centre;
- A place that caters for all members of the community;
- Mix of land uses within the centre that supports a broad range of age groups from youth to aging population;
- Places to play, relax and be entertained;
- A centre that facilitates aging in place and one which caters for a range of care needs; and
- A sense of place.

**What will we do to achieve it?**

- Undertake an audit against the relevant disability discrimination act to assess the access conditions within the precinct;
- Encourage growth of existing facilities;
- Develop a suite of public art and furniture based on a "Leederville Palette" that strengthens the identity of the Precinct and makes it unique; and
- Encourage interest from leading aged care providers for the development of a premium aged care facility.

**CONNECTED COMMUNITY:**



**Village precinct**

**What do we want to achieve?**

- ◆ A thriving town centre and civic core; and
- ◆ Multi-functional spaces which cater for both private and public events.

**What will we do to achieve it?**

- Explore ways to celebrate the culture and history of Leederville through public arts and events within the precinct;
- Encourage activities and events which are focused around Luna Cinema which promote its history and significance to Leederville;
- Implement streetscape and street furniture improvements in key public spaces to increase lingering time; and
- Implement streetscape improvements that enhance the public realm and footpath / verge dining areas.

**Urban Frame precinct**

**What do we want to achieve?**

- ◆ A high level of pedestrian priority along the key routes with reduced vehicle dependence; and
- ◆ A thriving day and night economy that caters for all demographics.

**What will we do to achieve it?**

- Investigate the relocation of the public library closer to Leederville Station and/or public transport nodes;
- Consider opportunity to create a community hub that combines existing facilities such as the YMCA HQ, Skate park, Oxford Street Reserve playground and plaza with a relocated public library to create an area to connect the young and old;
- Investigate opportunities to better integrate the existing skate park with public spaces;
- Promote affordable housing and universal design into both existing and new developments;
- Encourage the development of community based hubs, co-working spaces as well as community gardens; and
- Undertake an audit of pedestrian thoroughfares against CPTED principles and implement improvements where necessary.

**Cityscape precinct**

**What do we want to achieve?**

- ◆ Best practice with regard to end of trip facilities, universal design as well as diversity in the workplace; and
- ◆ A thriving day and night economy that caters for all demographics.

**What will we do to achieve it?**

- Investigate opportunities to integrate private land with the public realm;
- Incentivise new developments as well as existing businesses to provide facilities and spaces which are universally accessible and which provide a high quality riding environment; and
- Utilise spaces for the purposes of public events which promote inclusiveness of both community and business enterprises.

**Suburban precinct**

**What do we want to achieve?**

- ◆ A diverse population;
- ◆ Adaptable housing that meet the needs of various family types as well as allowing for aging in place; and
- ◆ Safe suburban streets for children to play.

**What will we do to achieve it?**

- Provide broader housing choices for families, singles, older people and multi-generational families; and
- Prepare and implement strategies and a planning framework which encourages diversity in housing and affordability.

**Community and Education precinct**

**What do we want to achieve?**

- ◆ A range of public and civic spaces that promote community gathering and integration; and
- ◆ A range of events which cater for both young and old.

**What will we do to achieve it?**

- Improve infrastructure to encourage public events and artistic displays while linking them back to the community groups in education precinct; and
- Facilitate existing facilities such as TAFE and SIDE to hold events which create opportunities for both young and old to be involved.



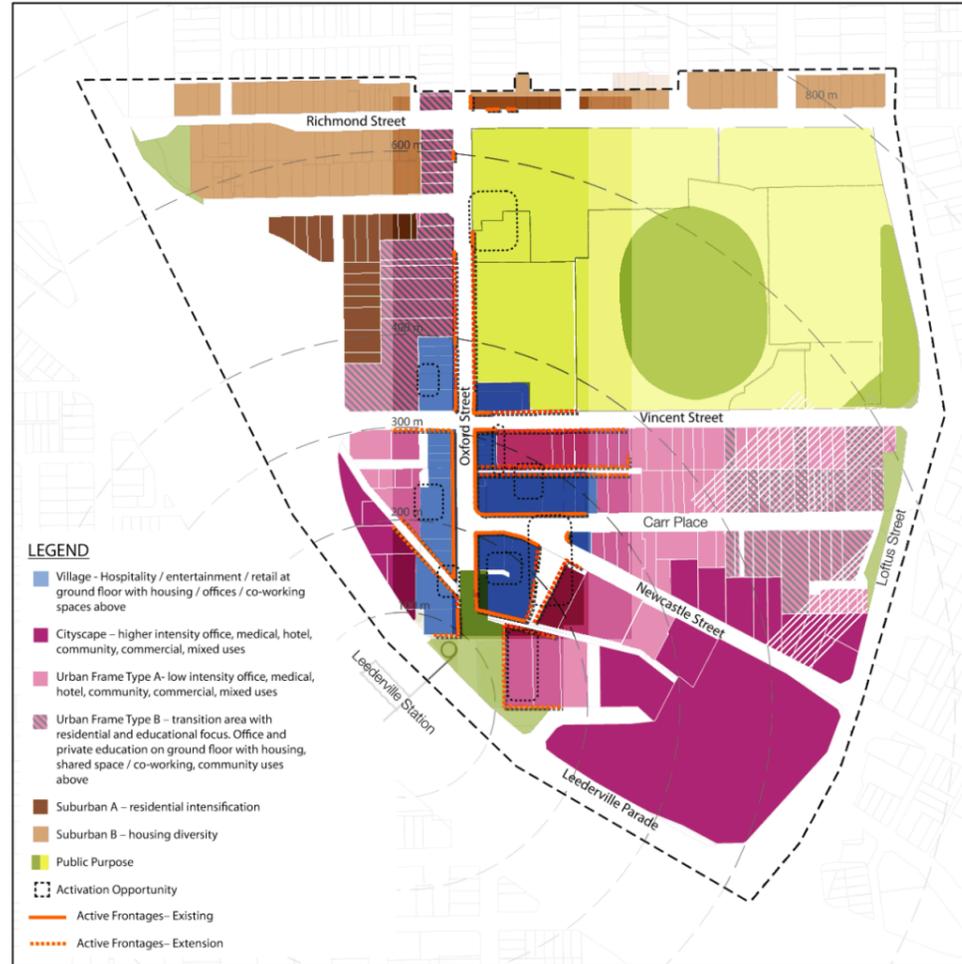
**What do we want to achieve?**

- Protection of the heritage character of the traditional housing stock whilst identifying opportunities and demand for residential living;
- Expansion of the community and education options that currently exist;
- A critical mass of residents, visitors and workers to support new and enhanced retail and community offerings; and
- A centre that facilitates aging in place and one which caters for a range of care needs.

**What will we do to achieve it?**

- Encourage higher residential densities within precincts outside of the suburban and urban frame precinct;
- Encourage community events and festivals within the Centre;
- Increase the resident and employment population across the entire Centre to create critical mass; and
- Encourage interest from leading aged care providers for the development of a premium aged care facility.

**THRIVING PLACES:**



**Village precinct**

**What do we want to achieve?**

- ◆ The expansion of the food / dining / entertainment options whilst maintaining the traditional streetscape and built form of the commercial strip; and
- ◆ Improved non-vehicular legibility in and out of the Village core.

**What will we do to achieve it?**

- Encourage day and night-time economy with a focus on food, dining and entertainment uses.
- Improved pedestrian connections, creation of new 'green' linkages, active frontages and improved interface between the Village and Urban Frame precincts;
- Facilitate the future expansion of the Village Precinct to provide any extended offer and improved integration into Oxford Street, Vincent Street and the intersection of Carr Place and Newcastle Street. Integration improvements should focus on the growth of existing and new linkages into and out of the Village centre with active frontages and high quality built form;
- Investigate opportunities to activate 'back of shop' areas within the Village Centre through temporary and permanent uses; and
- Implement streetscape improvements within the Village Precinct to create streetscapes compatible with the pedestrianisation of the centre and focus away from cars and car parking.

**Urban Frame precinct**

**What do we want to achieve?**

- ◆ The retention of character buildings whilst accommodating appropriate land use change that is cognisant of adjoining residential uses; and
- ◆ Low intensity mixed-use developments such as ground floor office and retail with residential above as a means of activating the street level.

**What will we do to achieve it?**

- Prepare and implement planning scheme and local planning policy changes to provide office and low-scale retail development at ground and podium levels within the Urban Frame Precinct;
- Office uses most likely to be of a smaller scale, catering for the needs of local businesses rather than larger corporations;
- Investigate the redevelopment of under-utilised land such as the Avenue Car Park, Frame Court and Oxford St Reserve for community-focused uses such as a fresh food precinct (e.g. gourmet and multicultural food retailing, cooking classes etc); and
- Support the need for a greater diversity of housing choice and types within the Urban Frame precinct.

**Cityscape precinct**

**What do we want to achieve?**

- ◆ Businesses with a large workforce on existing larger development sites which will boost the local employment population within the precinct and act as land use anchors; and
- ◆ Encourage uses which complement and support the precinct such as office, medical, hotel and higher density residential.

**What will we do to achieve it?**

- The precinct's proximity to Leederville Train Station warrants investigation of opportunities to attract large corporate offices and Government agencies, many of which have internal policies relating to the use of public transport. Large office developments will provide a significant boost for local businesses; and
- Prepare and implement planning scheme and design guideline changes to deliver innovative and contemporary design development that embraces local stories, materiality and heritage.

**Suburban precinct**

**What do we want to achieve?**

- ◆ The retention of heritage listed and character rich dwellings whilst accommodating a changing population and demographic that caters to families, singles, older people and multi-generational families.

**What will we do to achieve it?**

- Encourage the retention of heritage-listed and character rich dwellings through the allowance of development variations and other incentives (e.g. rate discounts); and
- Support the need for a greater diversity of housing choice and types within the Suburban precinct.

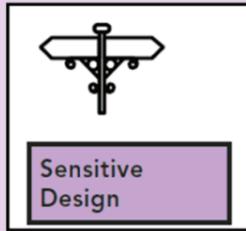
**Community and Education precinct**

**What do we want to achieve?**

- ◆ A vibrant community and educational precinct which caters to the needs of existing and future populations; and
- ◆ Additional community events and festivals within the precinct.

**What will we do to achieve it?**

- Investigate community and educational facilities that could be located within the precinct that will support the existing facilities and the needs to an increasingly diverse population;
- Provide for a stronger civic and community presence, starting with existing facilities; and
- Develop a program of additional community events and festivals to occur both within and outside of the precinct in existing streets and public spaces



**What do we want to achieve?**

- Development which is sensitively designed to respect the existing character of the town centre;
- Heritage character with modern built form;
- Height and density which is sensitive to human scale;
- Suitable levels of noise;
- Great design outcomes; and
- Development which considers water table constraints.

**What will we do to achieve it?**

- Provide Design Review;
- Provide Design Guidance; and
- Guidance for development to consider water table issues and produce quality outcomes.

**SENSITIVE DESIGN:**



**Village precinct**

**What do we want to achieve?**

- ◆ Celebrating and enhancing the character and activity of existing shopfronts; and
- ◆ High character value of Oxford Street.

**What will we do to achieve it?**

- Maintain the character and activity of existing shopfronts;
- Establish guidelines and provisions for the design of shop fronts – maintaining traditional facades and enhancing new facades;
- Establish a human scale for height on Oxford street south of Vincent St to maintain a sense of openness whilst allowing sensitive design for renewal of buildings;
- Maintain awnings and shade structures along high pedestrian activity streets;
- New buildings should be adaptable to allow for agile changes to land use;
- Opportunity to allow for limited upper storey development in the Village Precinct however, these must be set back sufficiently to maintain the heritage character and human scale of the precinct; and
- Ensure heritage listed properties are protected and enhanced.

**Urban Frame precinct**

**What do we want to achieve?**

- ◆ Retention of the character of traditional streetscapes; and
- ◆ A pedestrian friendly network complemented by green links and corridors.

**What will we do to achieve it?**

- Redevelopment of heritage and character properties should adequately respond to the existing built form values i.e. certain mitigation measures or supporting infrastructure;
- Retention of heritage and character properties should be embraced where possible (through an established mechanism); and
- Incentivise the ceding of land for the purposes of pedestrian and/or green links and corridors.

**Cityscape precinct**

**What do we want to achieve?**

- ◆ Development intensity that maximises site opportunities created by locational attributes; and
- ◆ A sustainable and innovative design outcome.

**What will we do to achieve it?**

- Allow for innovative and contemporary design which embraces the local stories and heritage that characterise Leederville;
- Develop design guidelines to encourage private developments to interface with the public realm, not close them off;
- Institute a mandatory design review process for all significant developments;
- Opportunity for a sustainable design precinct, showcasing potential innovations; and
- Investigate redevelopment opportunities for City owned parking/ landholdings.

**Suburban precinct**

**What do we want to achieve?**

- ◆ Maintain the character of existing residential streets; and
- ◆ High character value of suburban streets with heritage or character buildings should be retained through limiting building scale.

**What will we do to achieve it?**

- Ensure established streetscape character is identified and protected; and
- Establish a set of unique development guidance / design guidelines that maintain traditional streetscapes.

**Community and Education precinct**

**What do we want to achieve?**

- ◆ Community and educational opportunities which complement existing uses; and
- ◆ Legible walking environment which connects, rather than dissects, the precinct.

**What will we do to achieve it?**

- Maintain and attract further community and education opportunities which add value to the local community;
- Improve sight lines up to the oval from Vincent Street, and between the oval and Loftus Rec Centre; and
- Establish new green links and pedestrian thoroughfares in and around the precinct.



#### **What do we want to achieve?**

- ◆ Stronger accountability and accessibility;
- ◆ Transparency in assessment and decision making;
- ◆ Collaboration and communication between the community, private industry, town teams and government; and
- ◆ Financial sustainability.

#### **What will we do to achieve it?**

- Set in place a clear set of indicators to allow performance to be monitored, measured and improved on a continuous basis;
- Improve transparency and accountability to the community and other levels of government;
- Streamline planning processes and timeframes;
- Consolidate policy goals and objectives, and produce an up to date and agile framework;
- Streamline planning processes through consolidating the planning framework (e.g. Activity Centre Plan, Place Plan and Leederville Oval Master Plan) and setting timeframe targets;
- Implement clear project development and operational governance.
- Allocate appropriate resources and administration;
- Investigate School catchment guidelines and policy frameworks (e.g. relate to where a person works rather than just relating to the primary place of residence). Ongoing dialogue with key stakeholders can modify this Activity Centre Plan before, during and after final adoption; and
- Proposals should be reviewed every five years to see if benefits are being delivered.



# 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

DRAFT

Leederville Precinct Structure Plan

City of Vincent

Table of Amendments

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

DRAFT

Leederville Precinct Structure Plan

City of Vincent

## 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.

Preamble

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Leederville Precinct Structure Plan

City of Vincent

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

City of Vincent

## PREFACE

To be provided.

DRAFT

Preamble

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**PART**

**1**

**IMPLEMENTATION**

DRAFT

# 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><b>Enhanced Environment</b></p>	<ol style="list-style-type: none"> <li>1 Retain and increase tree canopy.</li> <li>2 Include high quality landscaping in new developments.</li> <li>3 Provide public open space to meet the future needs of the precinct.</li> </ol>
 <p><b>Accessible City</b></p>	<ol style="list-style-type: none"> <li>4 Prioritise pedestrians; followed by cyclists; followed by public transport users; followed by people who choose to drive.</li> <li>5 Prioritise pedestrian, cycling and public transport users' safety and efficiency.</li> <li>6 Provide a variety of land uses around public transport nodes.</li> <li>7 Facilitate a mode shift away from private vehicles.</li> <li>8 Improve access into and around the precinct.</li> <li>9 Improve public transport patronage.</li> </ol>
 <p><b>Connected Community</b></p>	<ol style="list-style-type: none"> <li>10 Provide spaces for events, festivals, markets and activities.</li> <li>11 Build places to play, relax and be entertained.</li> <li>12 Maintain and enhance community and education options.</li> </ol>

 <b>Thriving Places</b>	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.
 <b>Sensitive Design</b>	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.
 <b>Innovative &amp; Accountable</b>	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.

## 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:

- 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.

### 2.2.2 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.

### 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.

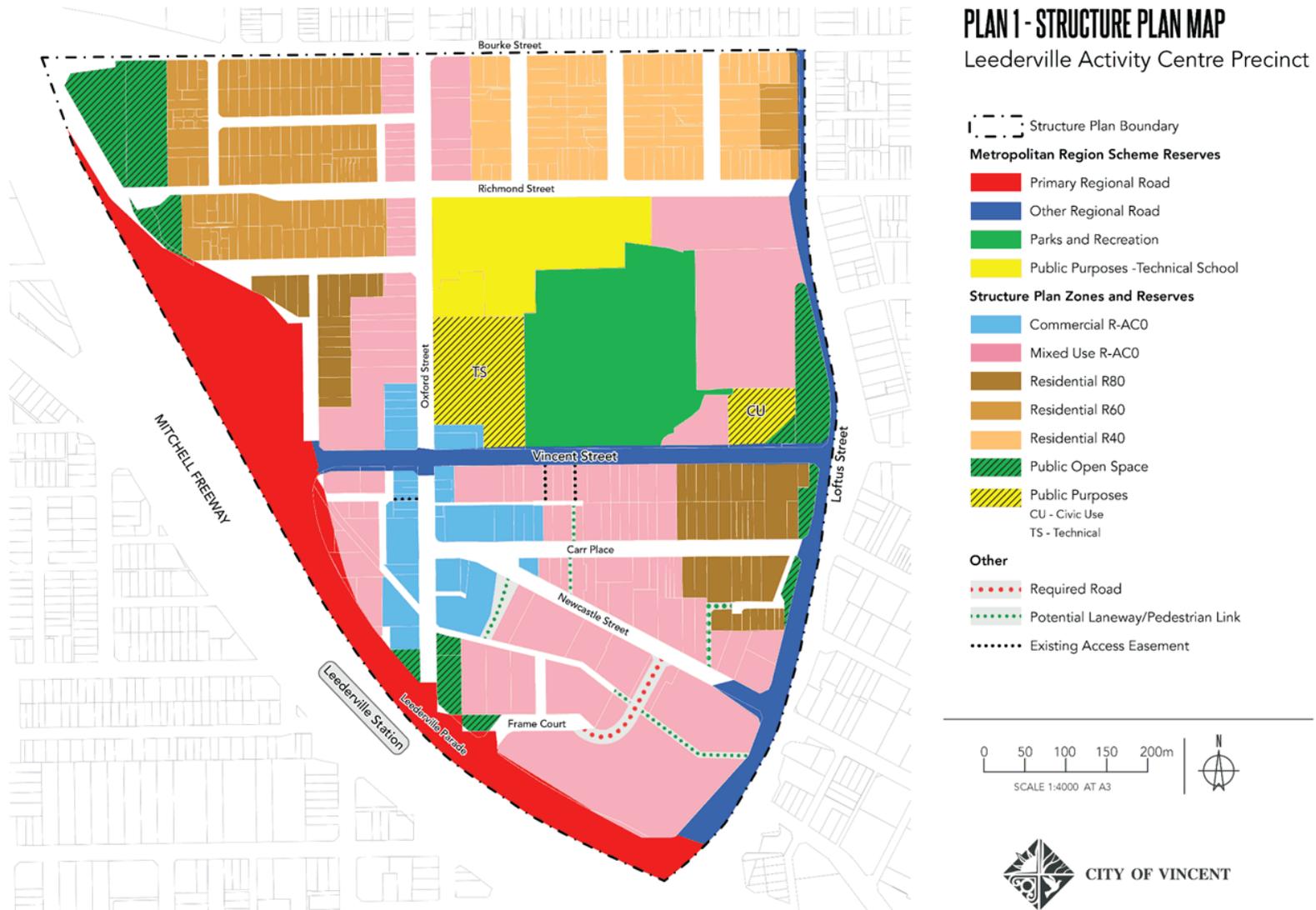


Figure 1 - Plan 1 Structure Plan Map

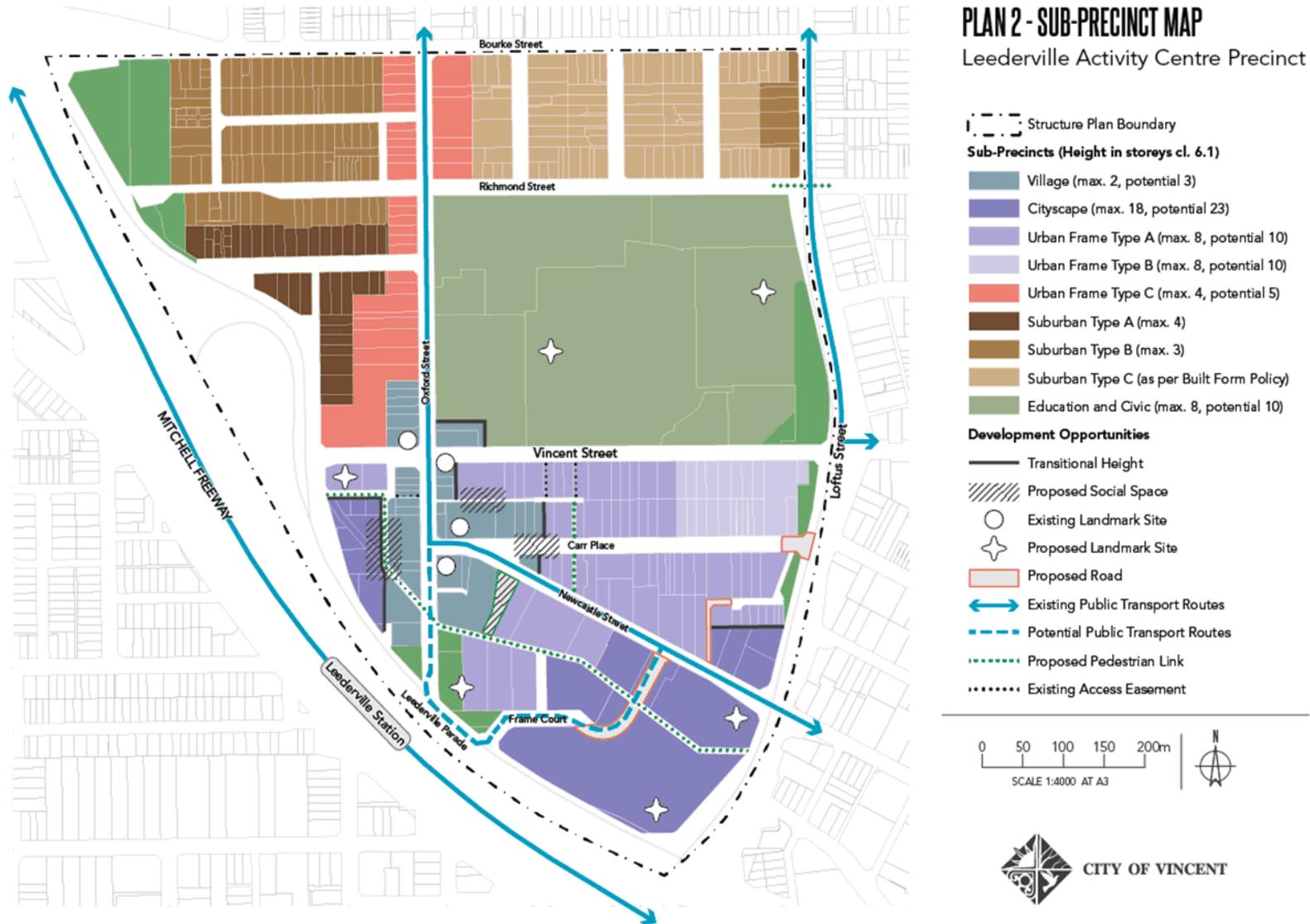


Figure 2 - Plan 2 Sub-Precinct Map

### 3 Land Use

Land use in the precinct will be in accordance with Table 1 – Zoning Table as set out in the Scheme.

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.
- e To satisfy a condition of development approval.

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- 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;
- 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.
- 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 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%.
- 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.

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#### 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 7.1 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.

#### 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.

#### 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

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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 7.1 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 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, laneways and pedestrian links are identified on the Structure Plan Map. As a condition of development or subdivision approval, properties affected by a road reservation are required to vest that portion of 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 20% of the total amount of bays as electric vehicle bays.

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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 electric vehicle charging points to support

	20% of the total amount of bays as electric vehicle bays.
<b>End-of-trip facilities</b>	<p>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.</p> <p>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.</p>

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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	Maximum 2 storeys (9m)  Potential additional height up to 3 storeys (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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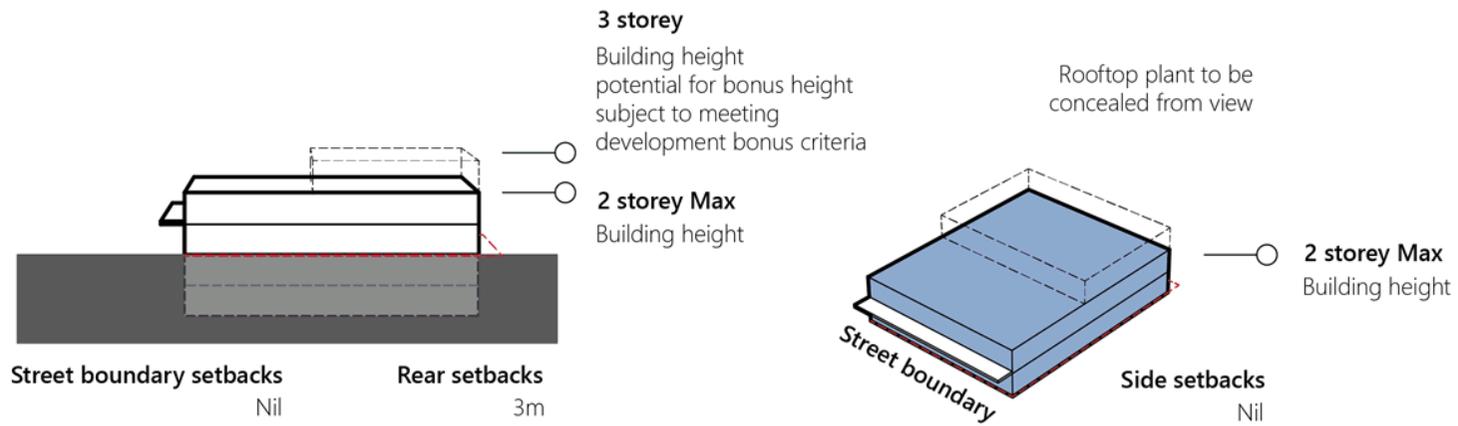


Figure 3 - Village Sub-Precinct requirements

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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 4 storeys (16m)
Primary Setback	Nil
Side Setback	Minimum 3m
Rear/other Setback	Minimum 3m

5.3.3 Tower

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

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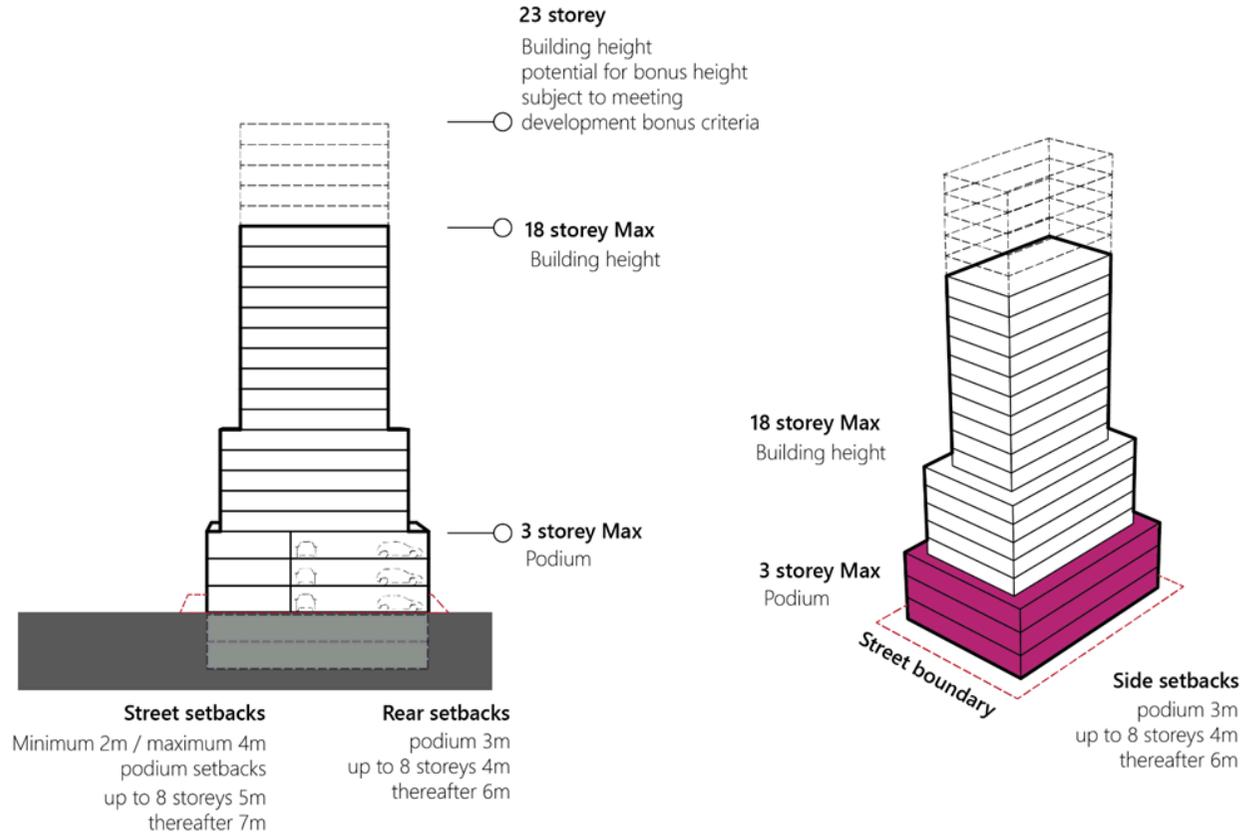


Figure 4 - Cityscape Sub-Precinct requirements

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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 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	Maximum 8 storeys (30m)  Potential additional height up to 10 (36.5m) storeys in accordance with Clause 6.1

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

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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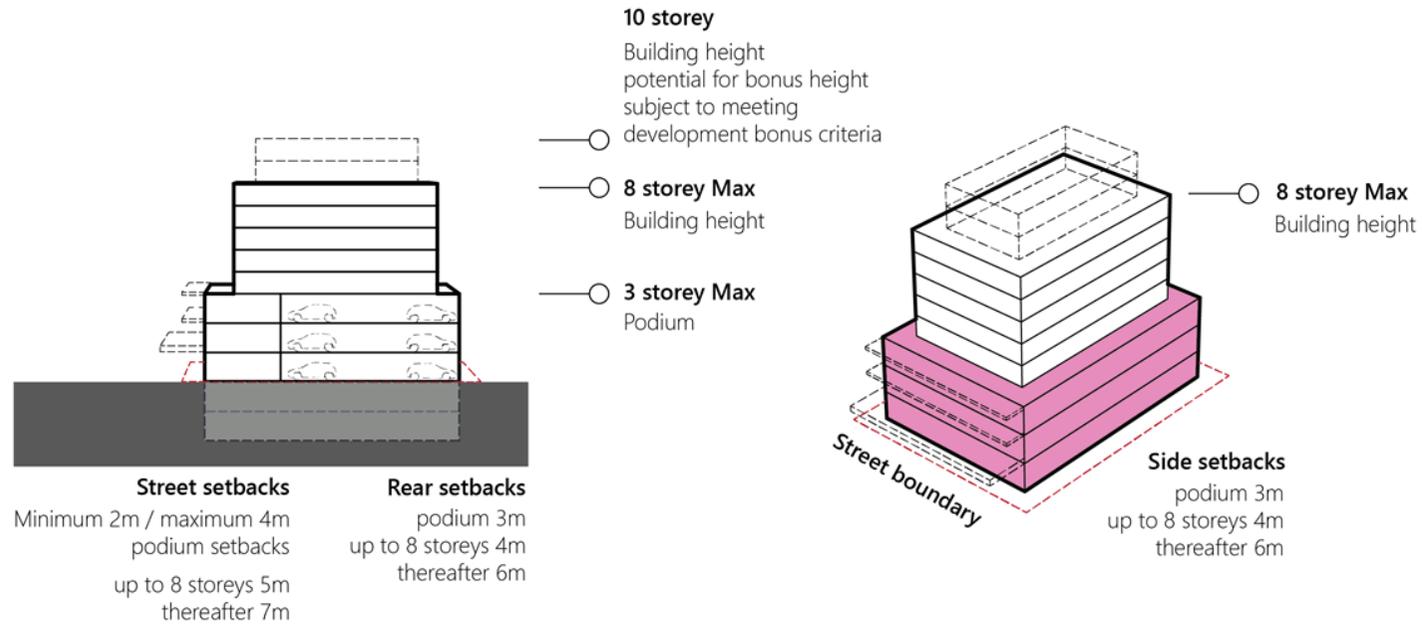


Figure 5 - Urban Frame Type A and B Sub-Precinct requirements

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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	Maximum 4 storeys (16m)  Potential additional height up to 5 (20m) storeys in accordance with Clause 6.1

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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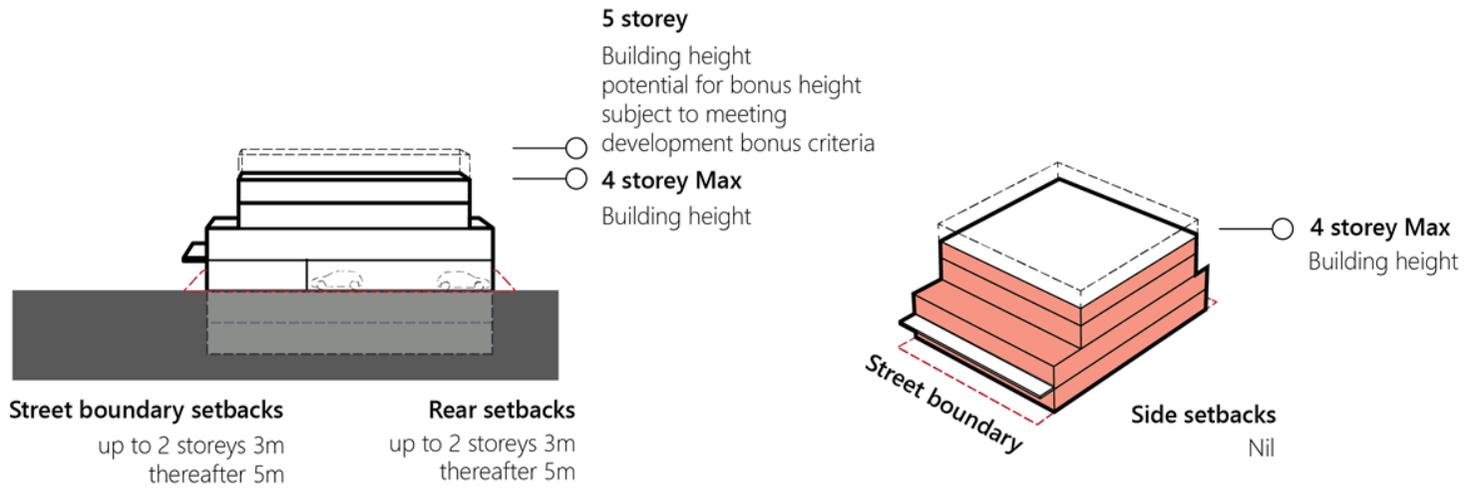


Figure 6 - Urban Frame Type C Sub-Precinct requirements

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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 4 storeys (16m)  Potential additional height up to 5 (20m) 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 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 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.
- 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.

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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.	
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.	
5	A servicing analysis supports the additional demand on infrastructure.	
7	Retention and enhancement of places of heritage significance that may be located on the development site or immediately adjacent.	
8	Provision of landscaping beyond the requirements of this structure plan. 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	
9	Provision of energy efficiency infrastructure that goes beyond the requirements as set out in the Built Form Policy.	10
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.	10
11	Public infrastructure improvements in the form of streetscape improvements, parkland enhancement and contribution to individual infrastructure items such as a boardwalk, pedestrian arcade, library, community hall etc within or in close proximity to the development.	20
12	Development commits to deliver affordable dwellings in partnership with an approved housing provider or not-for-profit organisation recognised by the Housing Authority.	20
13	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	40

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	map), or communal bike parking facility with evidence that the infrastructure is needed and supported within or in close proximity to the development.	
14	New Local or Neighbourhood public open space as defined by the City's Public Open Space Strategy.	20

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**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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Leederville Precinct Structure Plan

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<b>Imagine Vincent Consultation page</b>	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
<b>Meet the project team</b>	The team set up at the Eaterville event in the Leederville Village Square to promote the Design Leederville campaign.	13 October 2019
<b>Gallery of ideas one</b>	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
<b>Gallery of ideas two</b>	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
<b>Community Workshop</b>	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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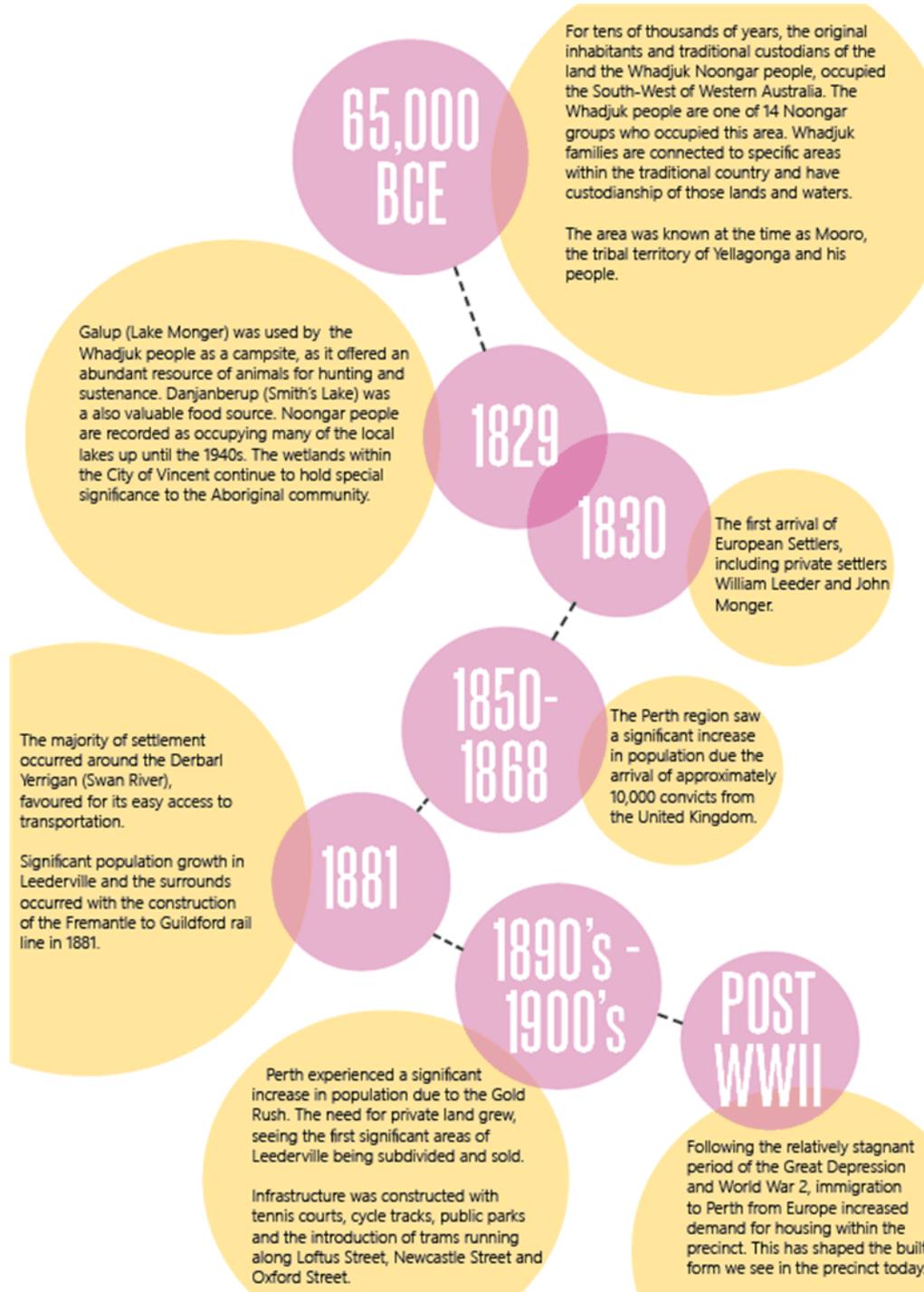


Photos – Ideas Gallery ('Eaterville', October 2019)

### 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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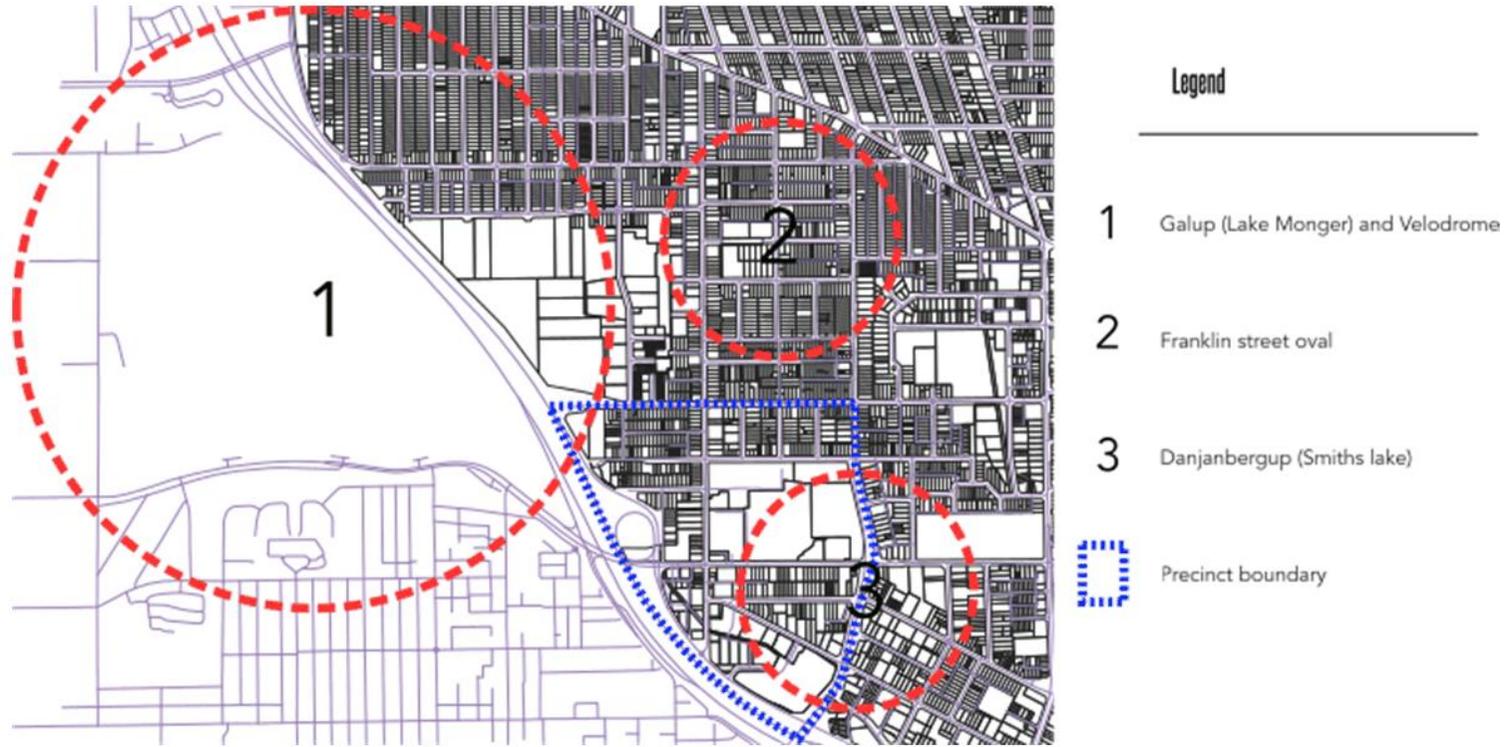


Figure 7 - Aboriginal heritage sites

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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.

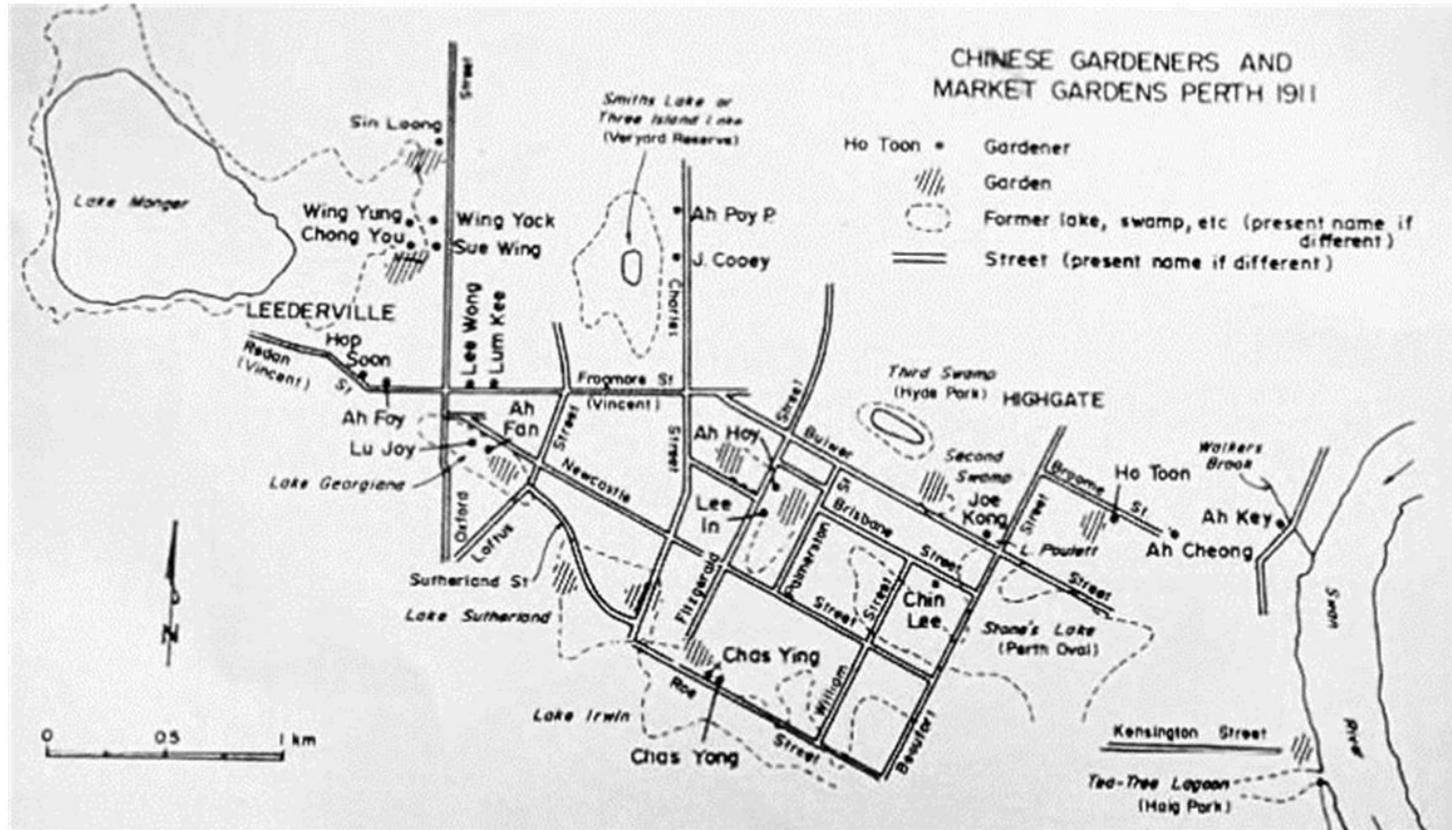
With no family, and no new Chinese immigrants arriving in Perth, the Chinese swamp gardeners gradually disappeared from Perth (Atkinson 1984).

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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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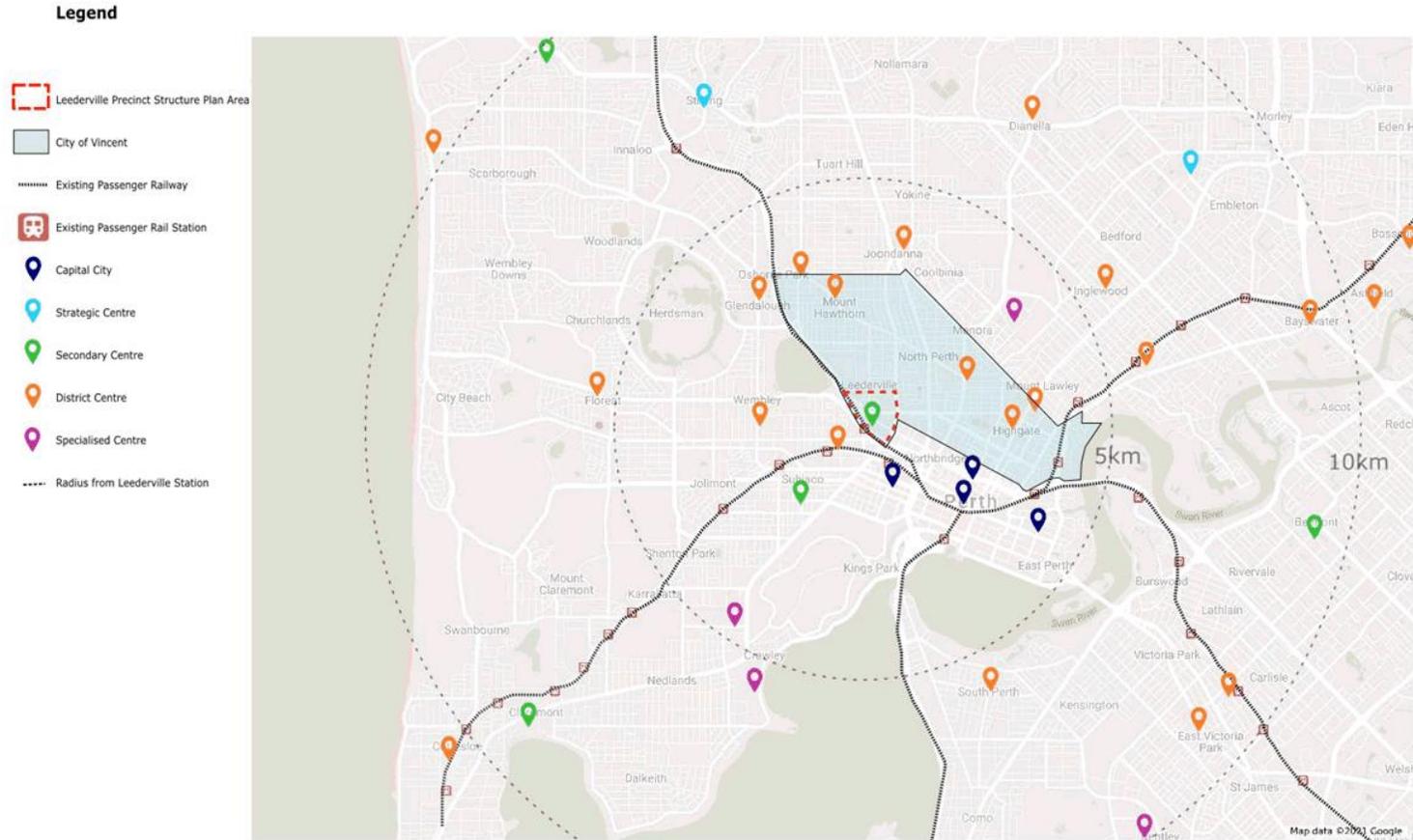


Figure 8 - LPSP Centre Context

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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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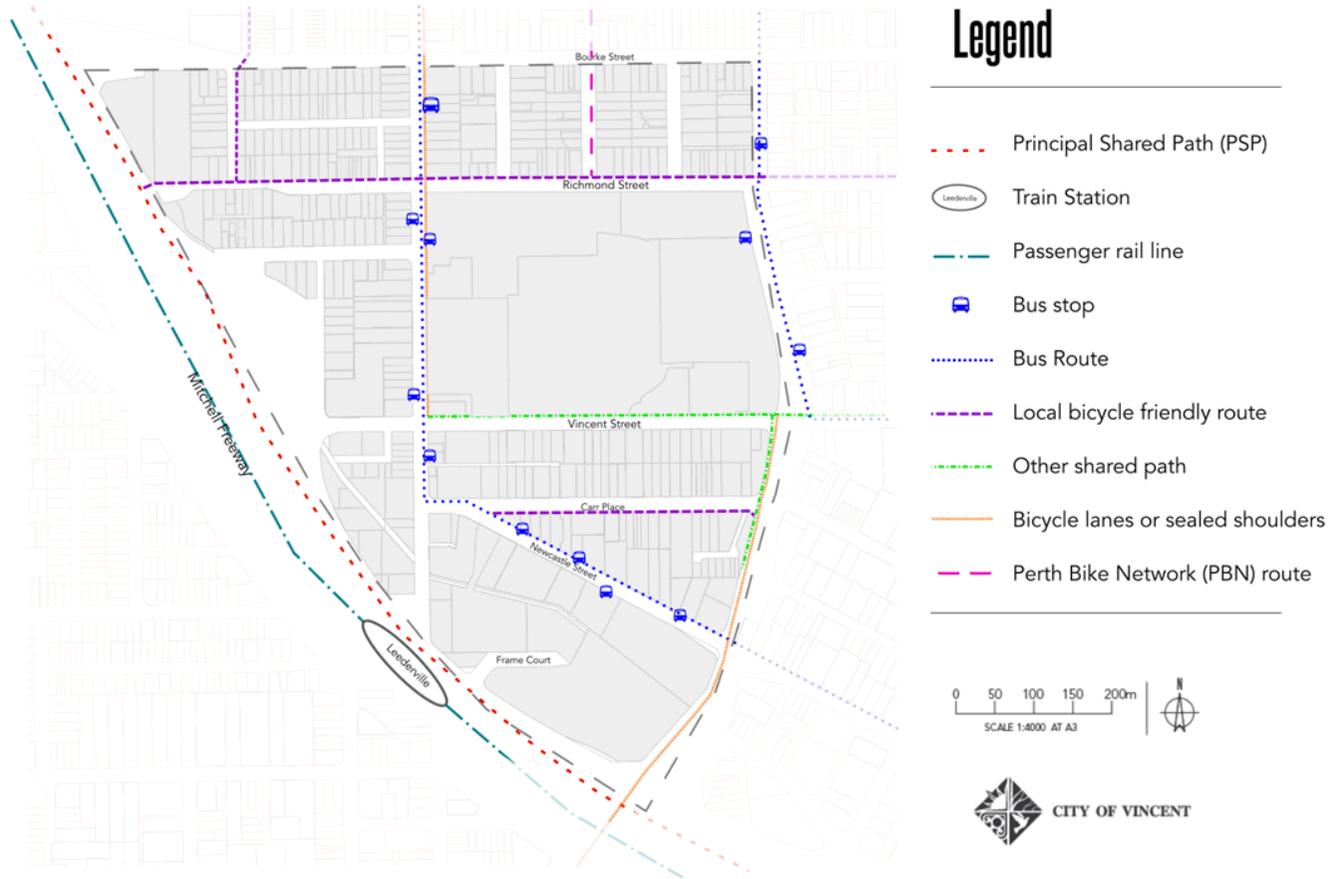


Figure 9 - Local Transport Linkages

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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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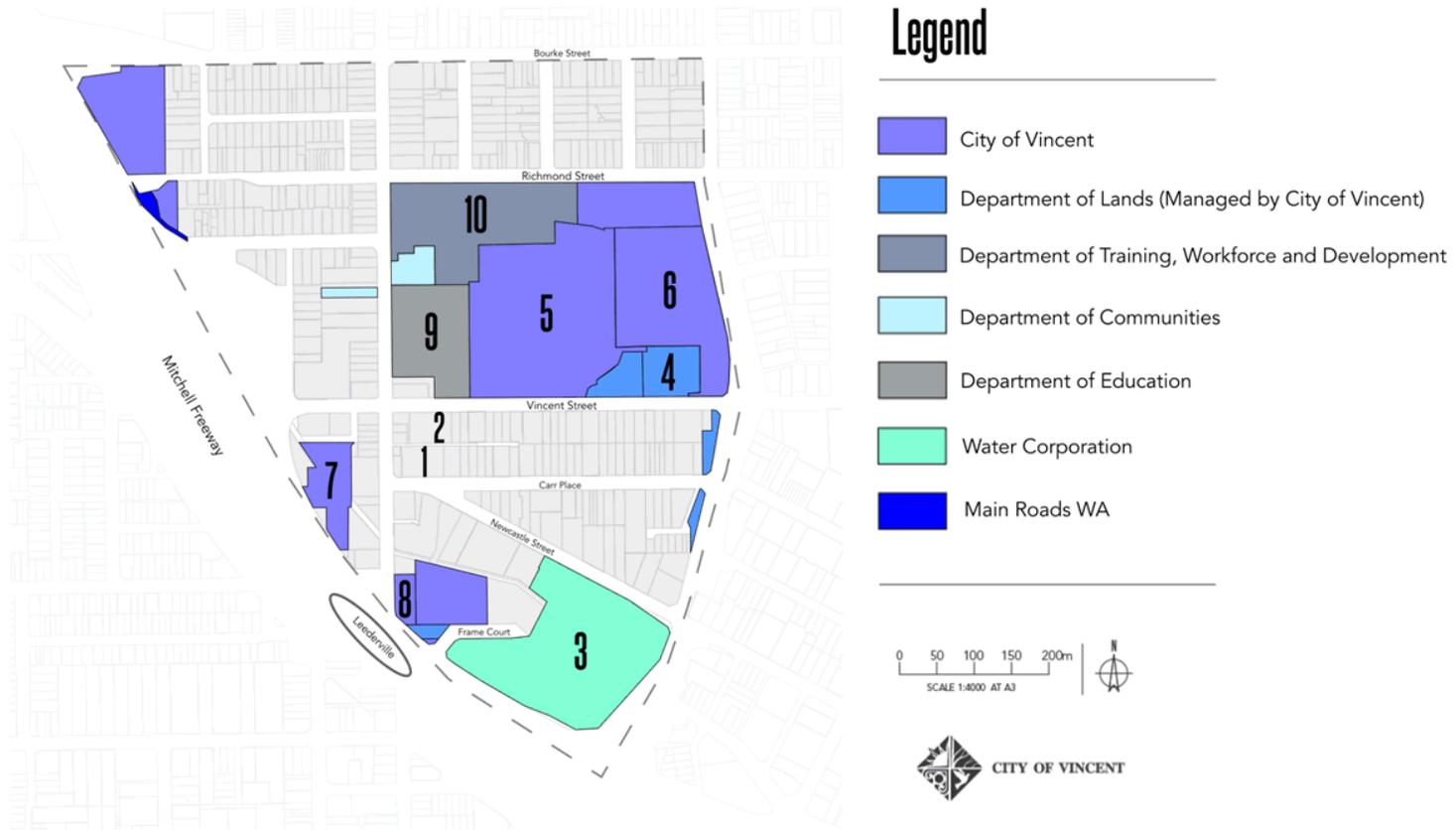


Figure 10 - Property Ownership

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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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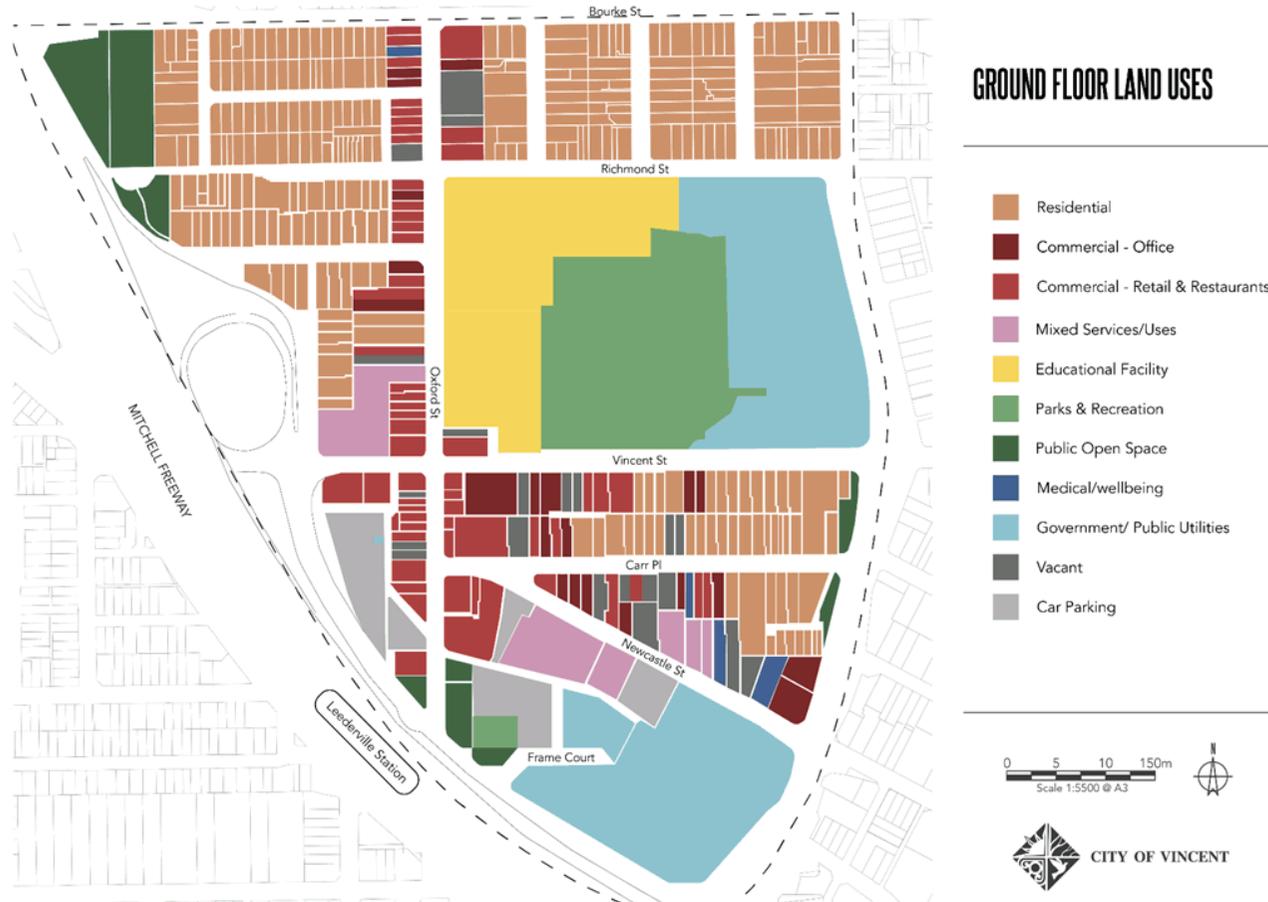


Figure 11 - Existing land uses

## 2.6 Demographic profile

An in-depth review of the demographics of the precinct is contained within the Economic Profile Report (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.

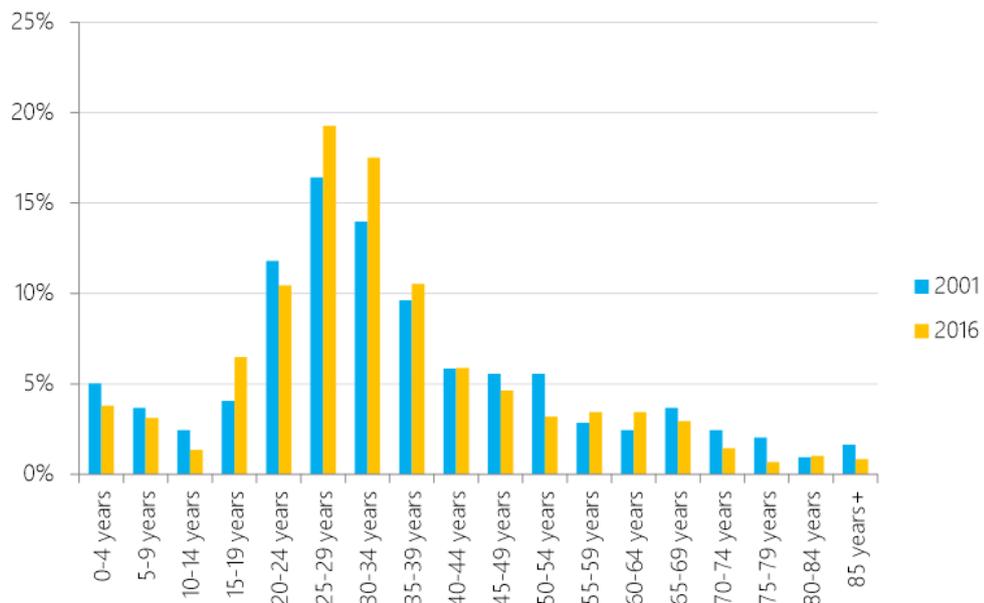


Figure 12 - Age demographics for residents within LPSP 2001-2016

### 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
<b>Population</b>	1334	1604	2364	3175
<b>Average Household Size</b>	2.1	2.13	2.14	2.14
<b>Occupancy</b>	97%	97%	97%	97%
<b>Dwellings</b>	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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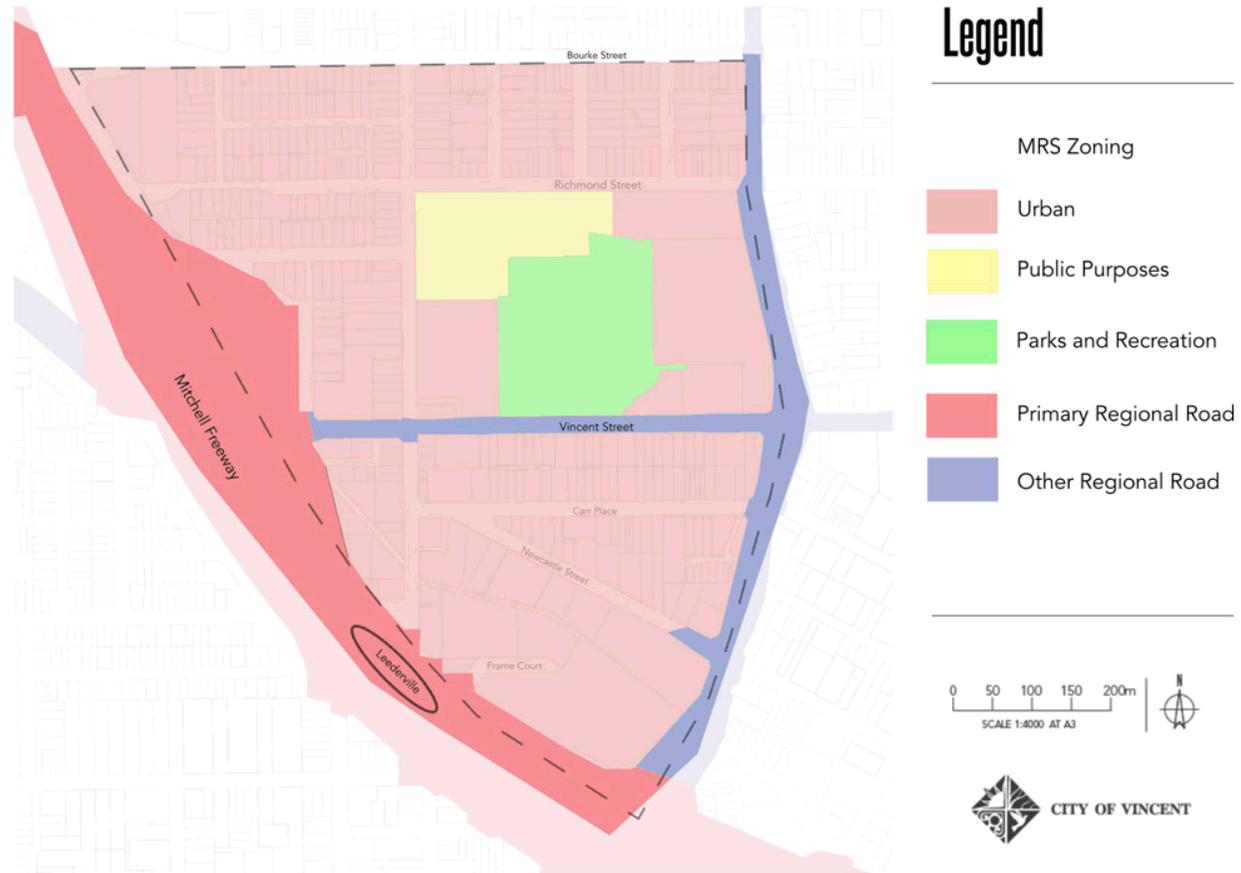


Figure 14 - MRS zoning

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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).

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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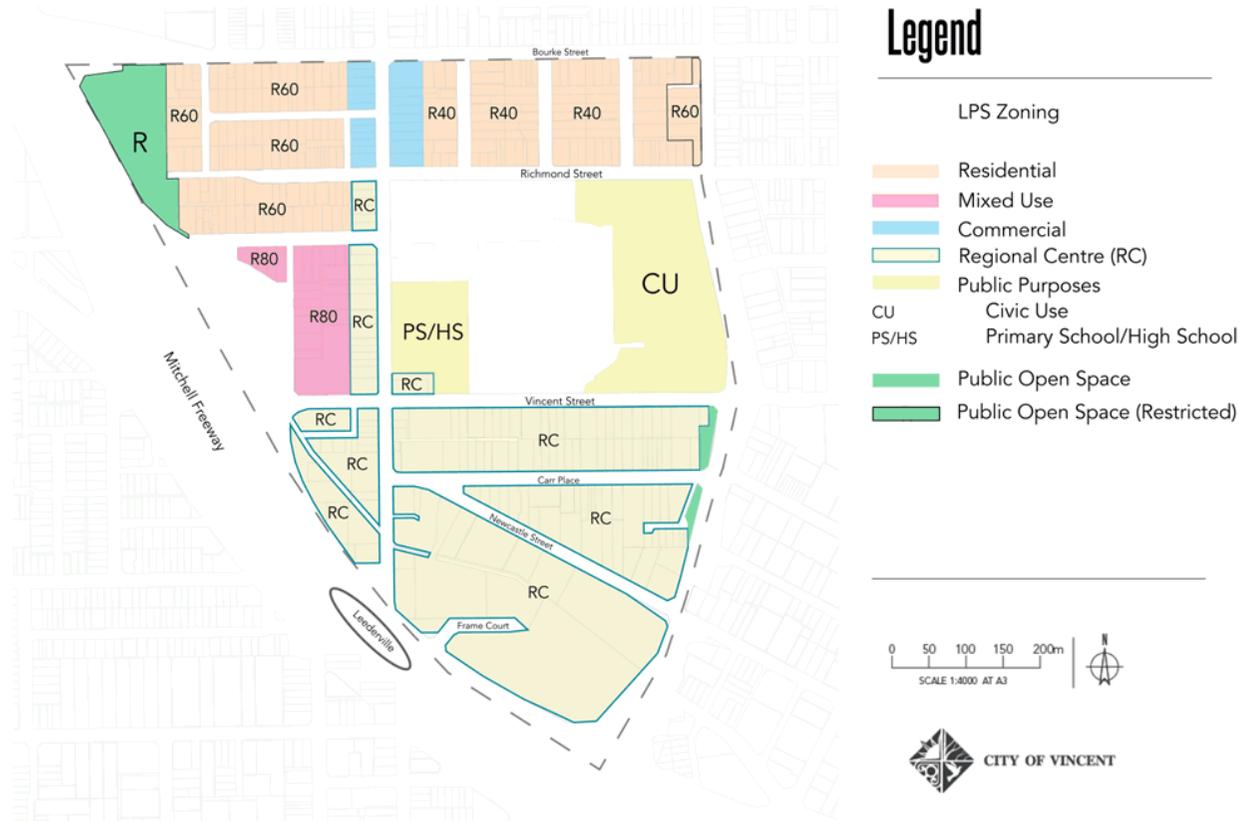


Figure 15 - Local Planning Scheme zoning

### 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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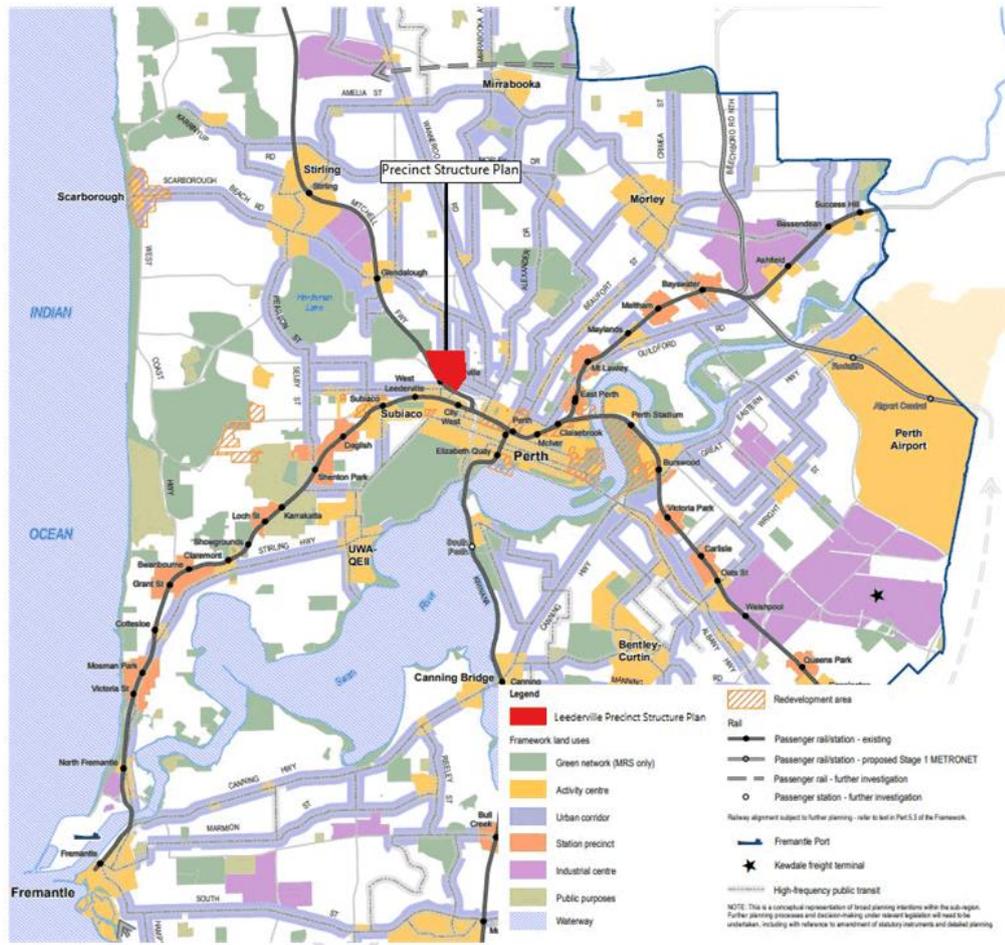


Figure 16 - Precinct metropolitan context (Perth and Peel @ 3.5 million)

### 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.

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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.

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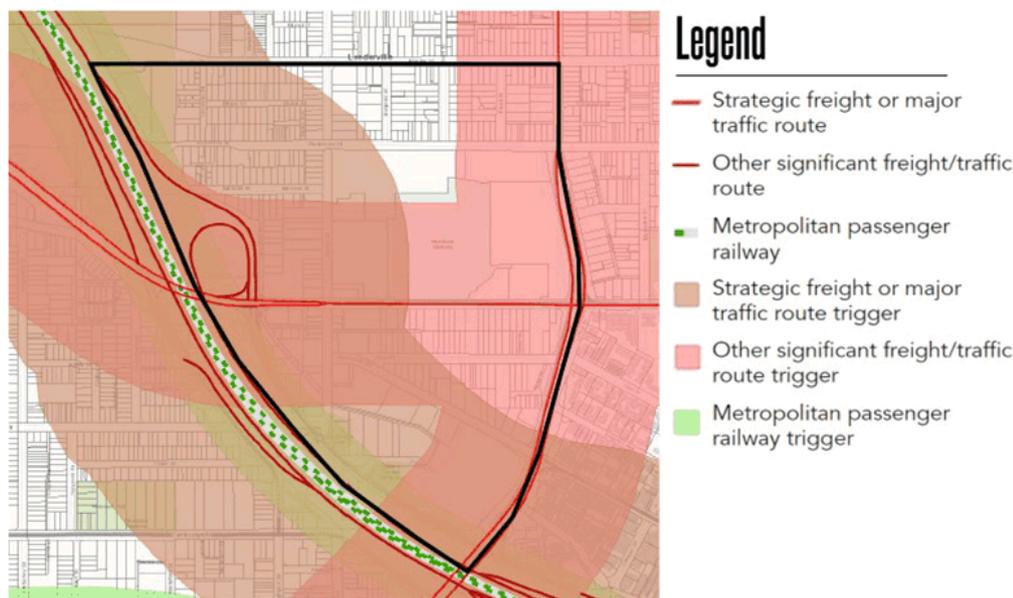


Figure 17 - SPP 5.4 affected areas

#### 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 in 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?
<b>Leederville Built Form Guidelines</b>	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.
<b>LPP 7.1.1 - Built Form</b>	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.
<b>LPP 7.5.13 - Percent for Public Art</b>	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.
<b>LPP 7.6.1 – 7.6.9 (inclusive) Heritage policies</b>	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.
<b>LPP 7.7.1 Non-Residential Parking Requirements</b>	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.

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

## 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 FrameExisting 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-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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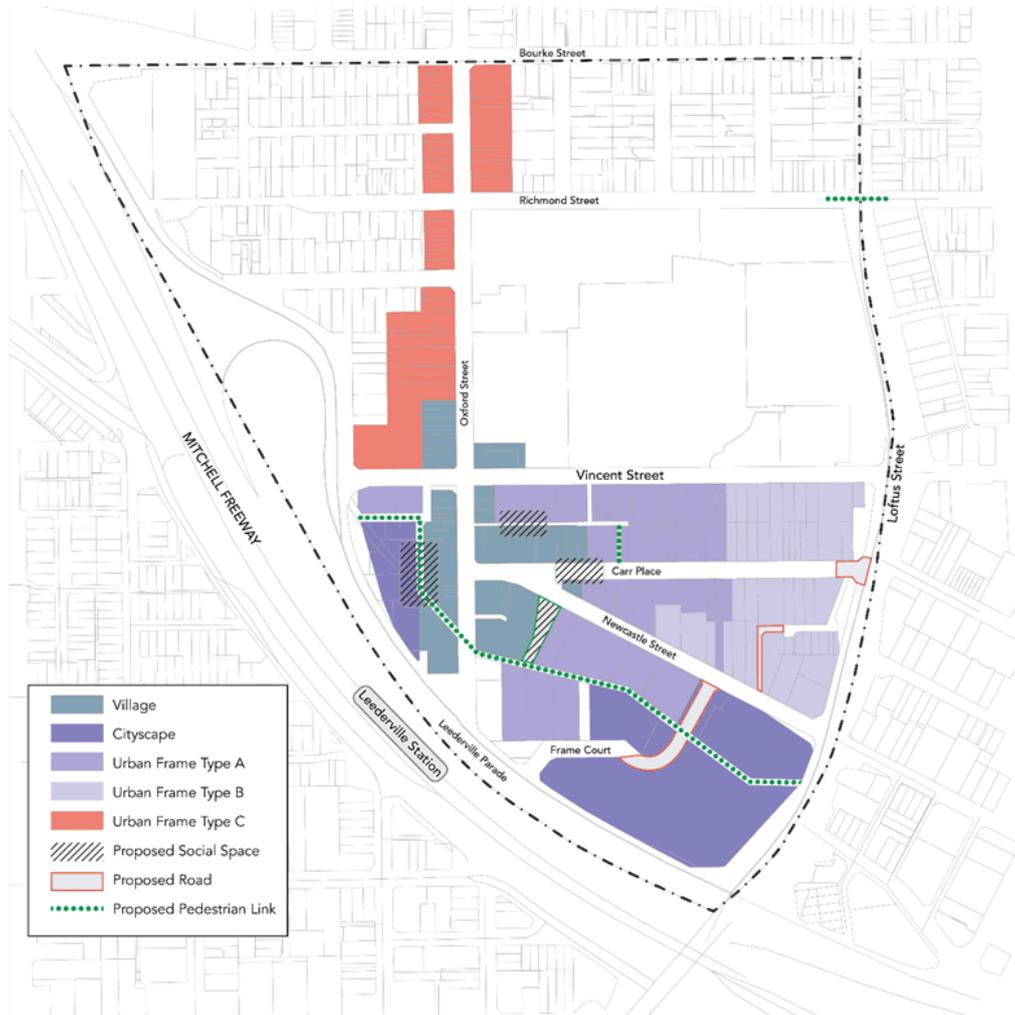


Figure 19 - LSP Precincts

#### 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 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

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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 1 Clause 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)

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

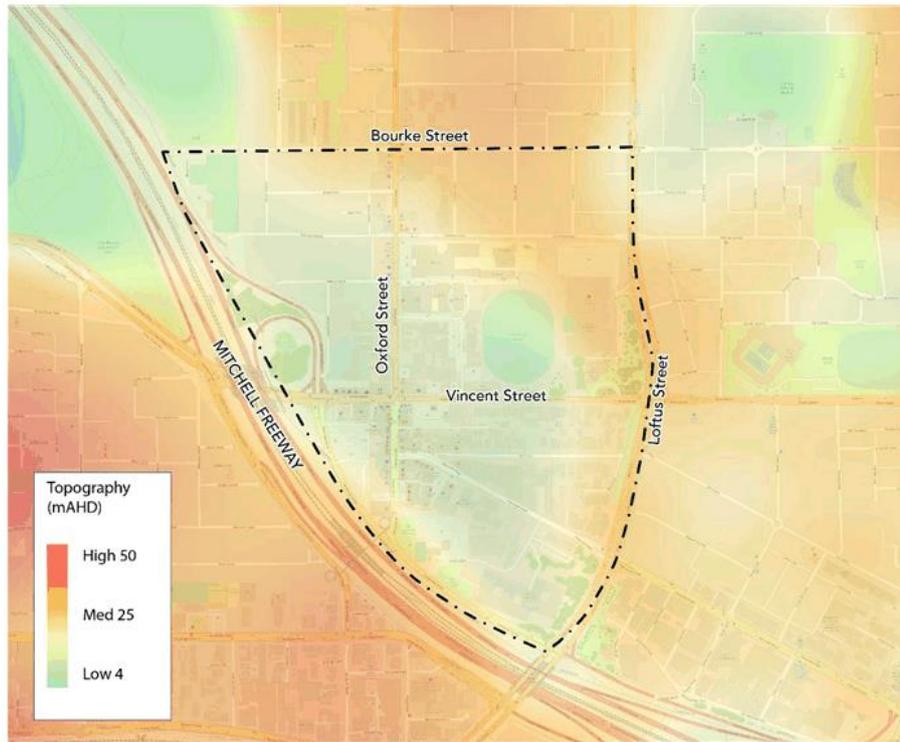


Figure 20 - Topographic map



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.

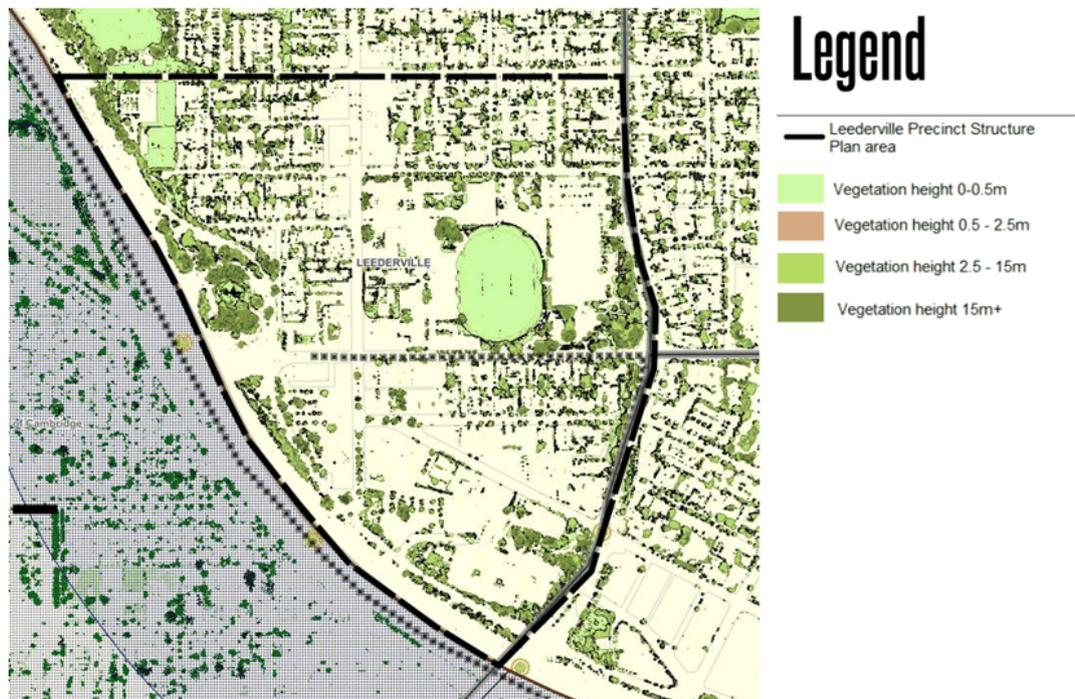


Figure 22 - Vegetation mapping (City of Vincent 2014)

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.

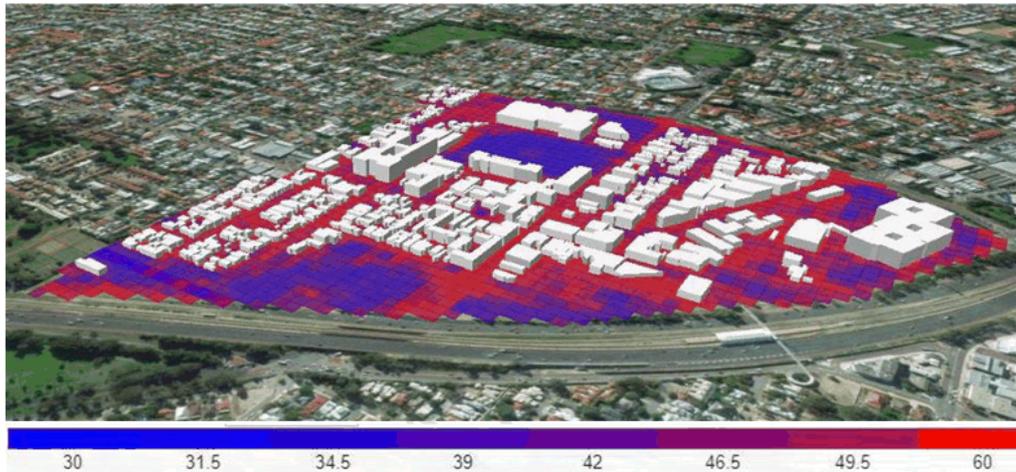


Figure 23 - Urban heat absorption with temperature shown in degrees (GHD)

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.

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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

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#### 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

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### 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).

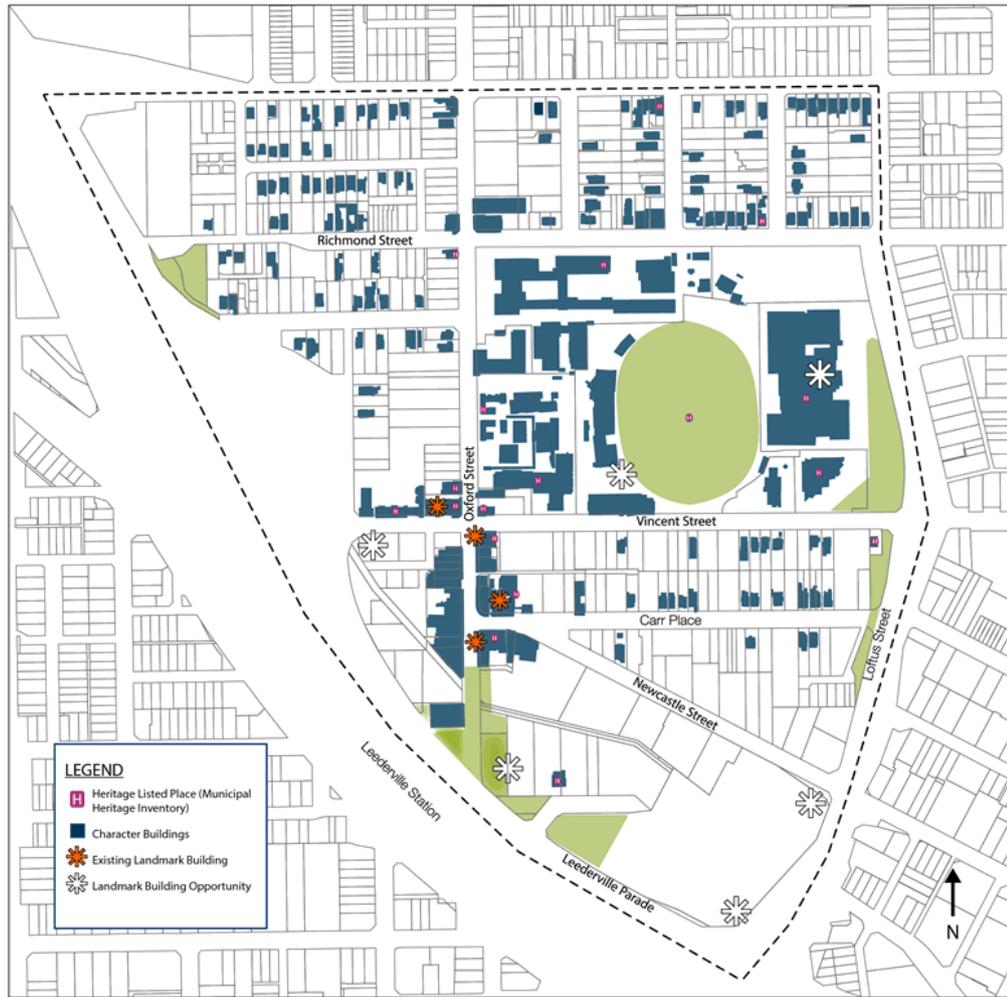


Figure 24 - Heritage and Character buildings

## Leederville Precinct Structure Plan

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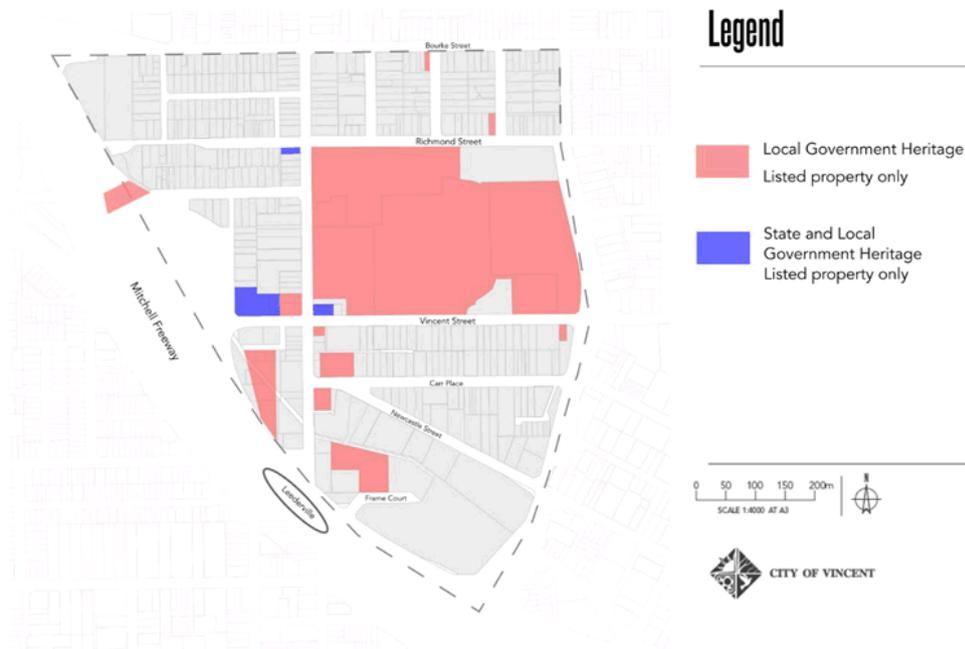


Figure 25 - Heritage listed properties

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

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	Reserve Name	Primary Purpose	Site Hierarchy	POS Site area (ha)	Site Function
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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 6.1
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.

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;
- 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.

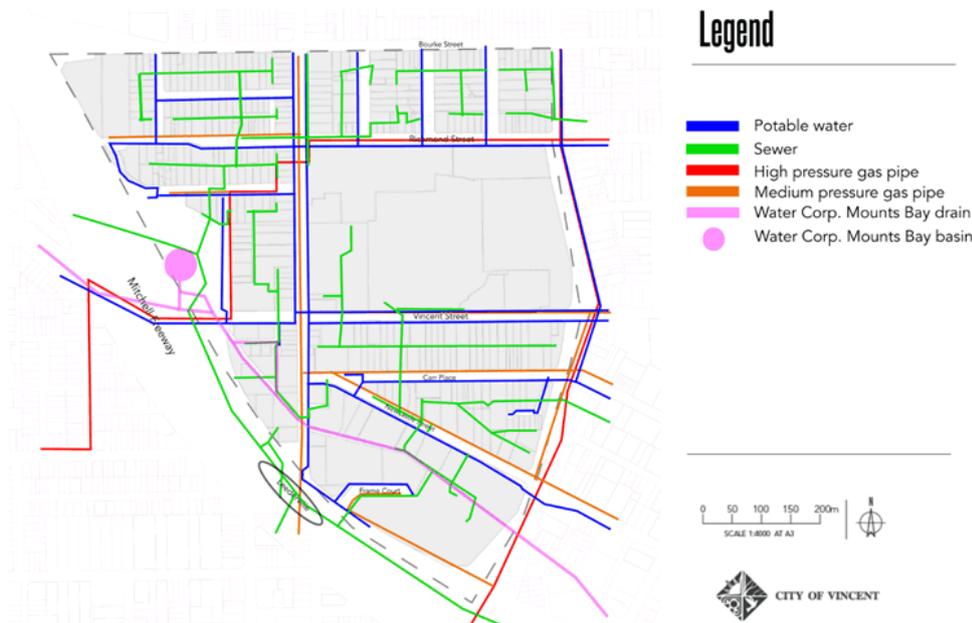


Figure 27 - Infrastructure and services located within the precinct

### 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)

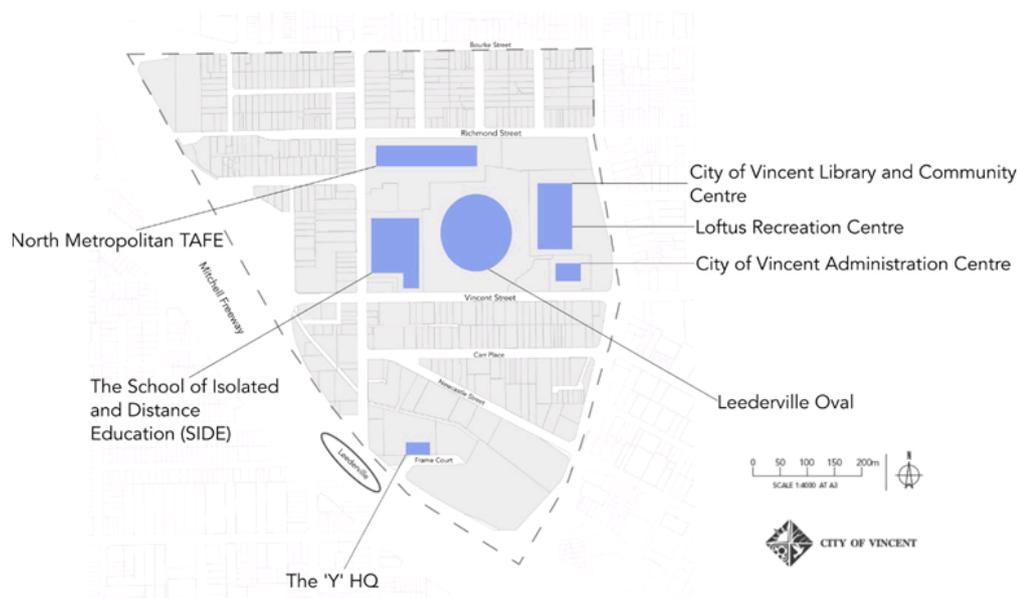


Figure 28 - Community facilities

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.

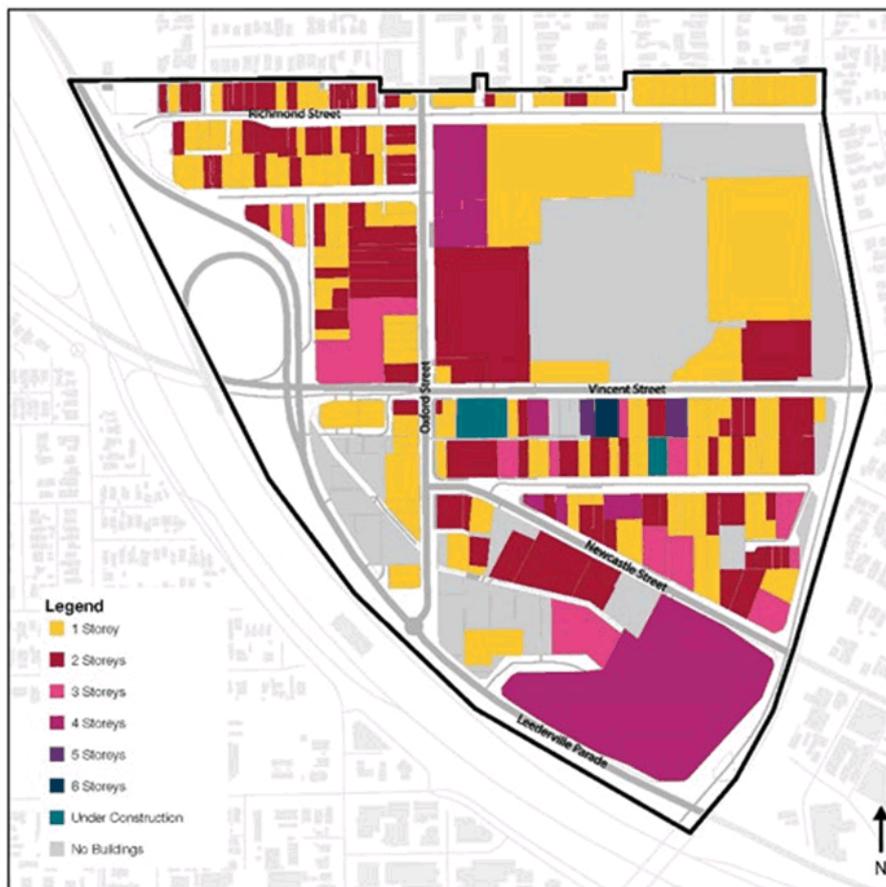


Figure 29 - Existing building height

### 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 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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<b>A Attractive</b>	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	
<b>B Pleasant</b>	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	
<b>C Somewhere -in- between</b>	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	
<b>D Inactive</b>	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	
<b>E Unattractive</b>	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	
<b>E Bland</b>	Like E but even more unattractive	

*Existing Streetscape Examples*

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

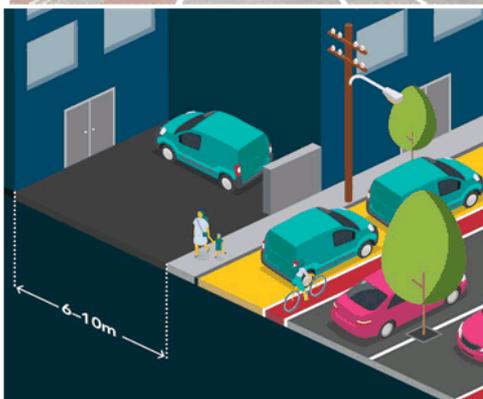


**Positive**

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

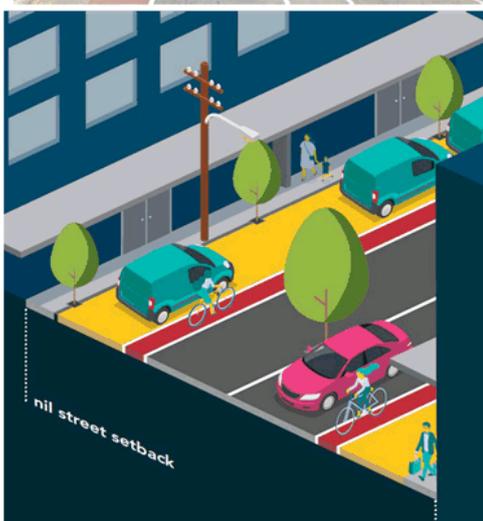
**TYPE: C**



**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**

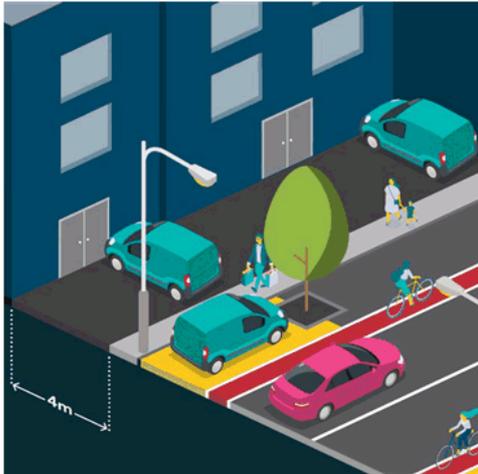
Generous setback creates spacious entrance and variety of use opportunity.

**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.

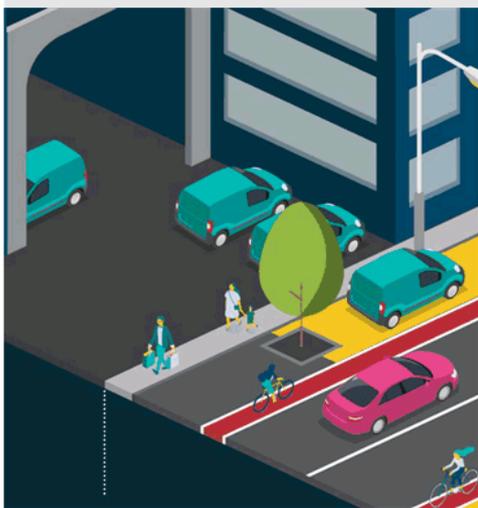
**TYPE: C**



**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**

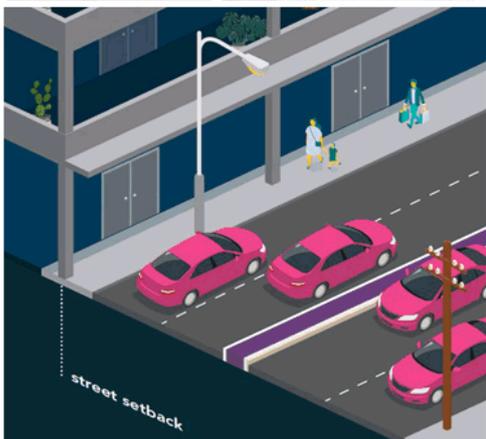
**Vincent Street – Existing Streetscape Pattern Analysis**



**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.

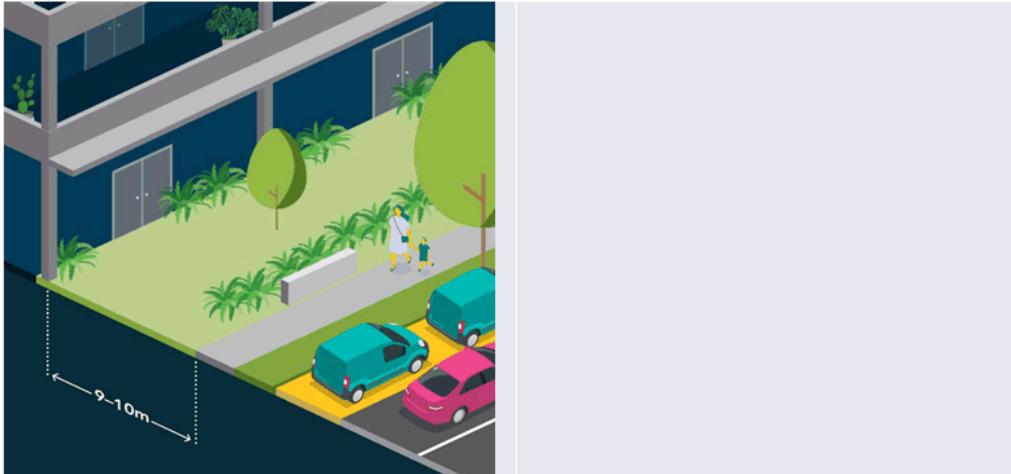
**Negative**

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**

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.

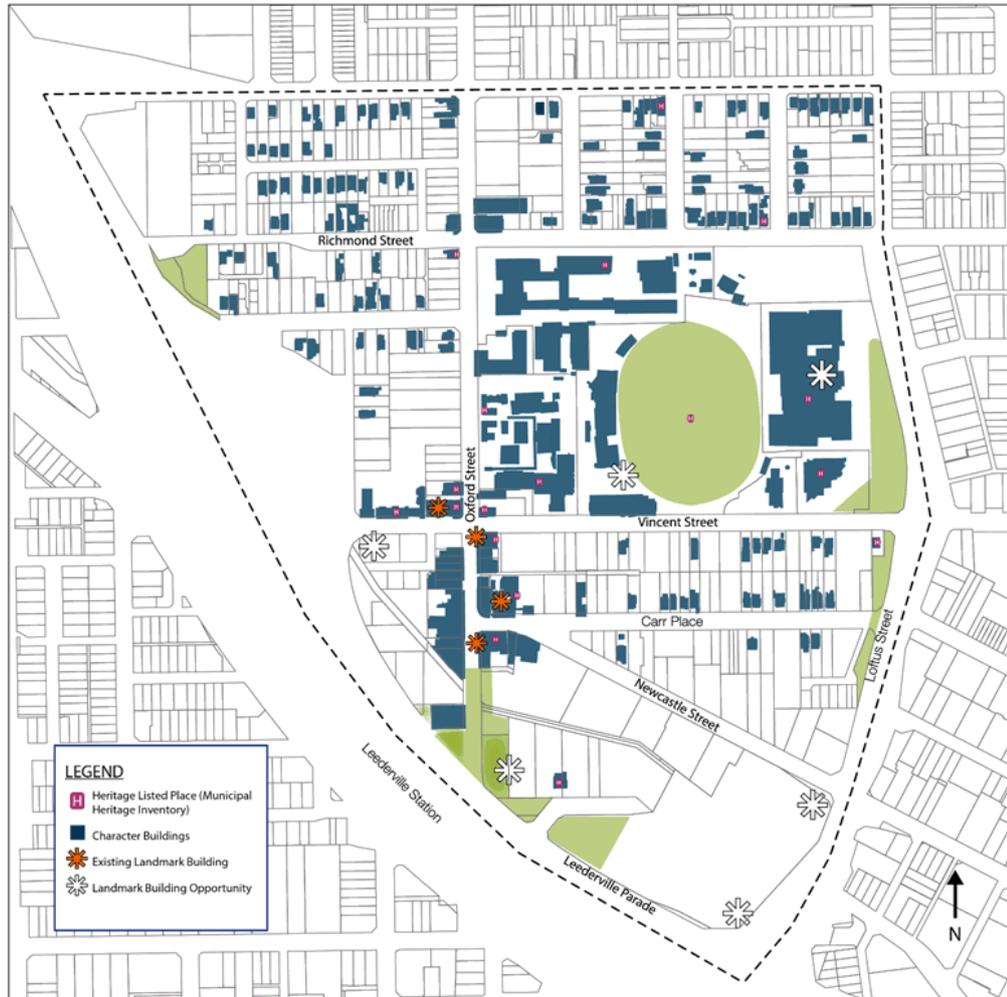


Figure 30 - Built Character areas

5.4.5 Key development sites

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

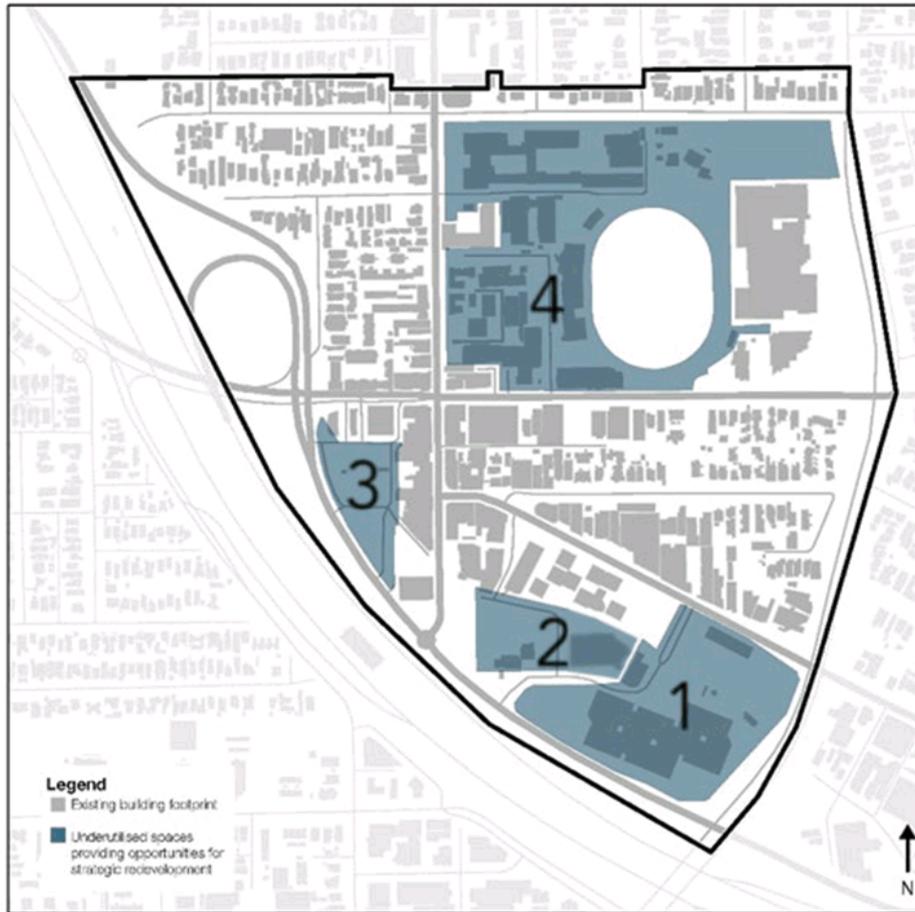


Figure 31 - Key development sites

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.

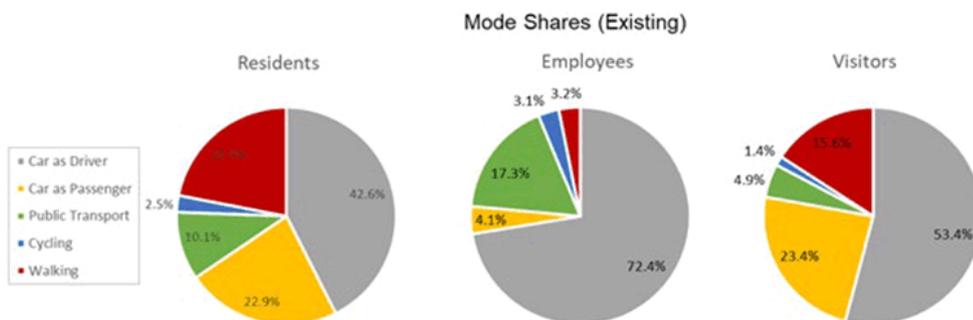


Figure 32 - Mode shares (existing)

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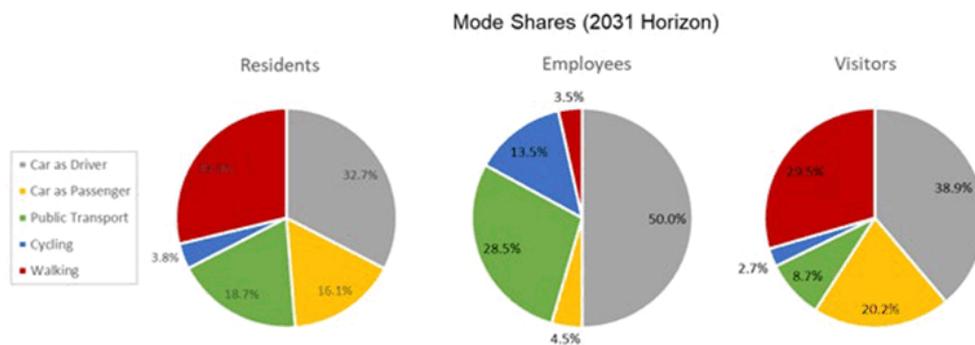


Figure 33 - Mode shares (Horizon)

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.

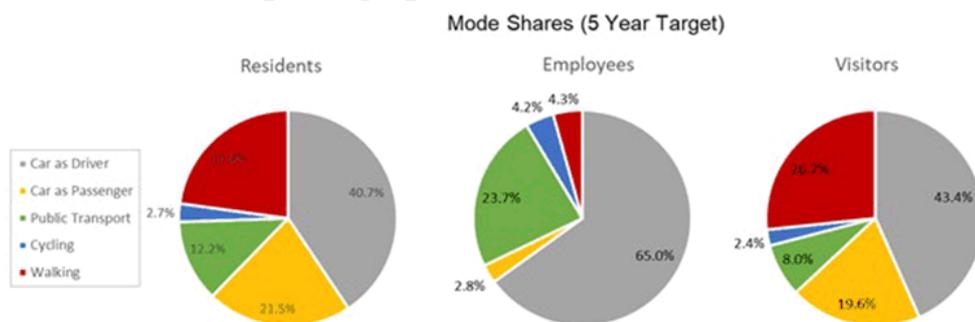


Figure 34 - Mode share (5 year target)

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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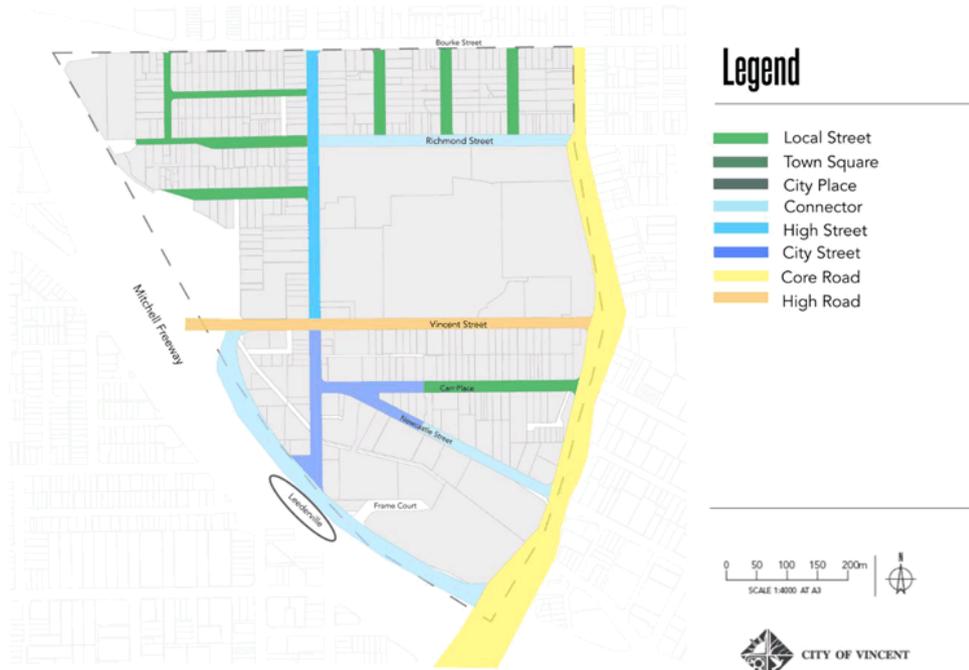


Figure 36 - Existing road function

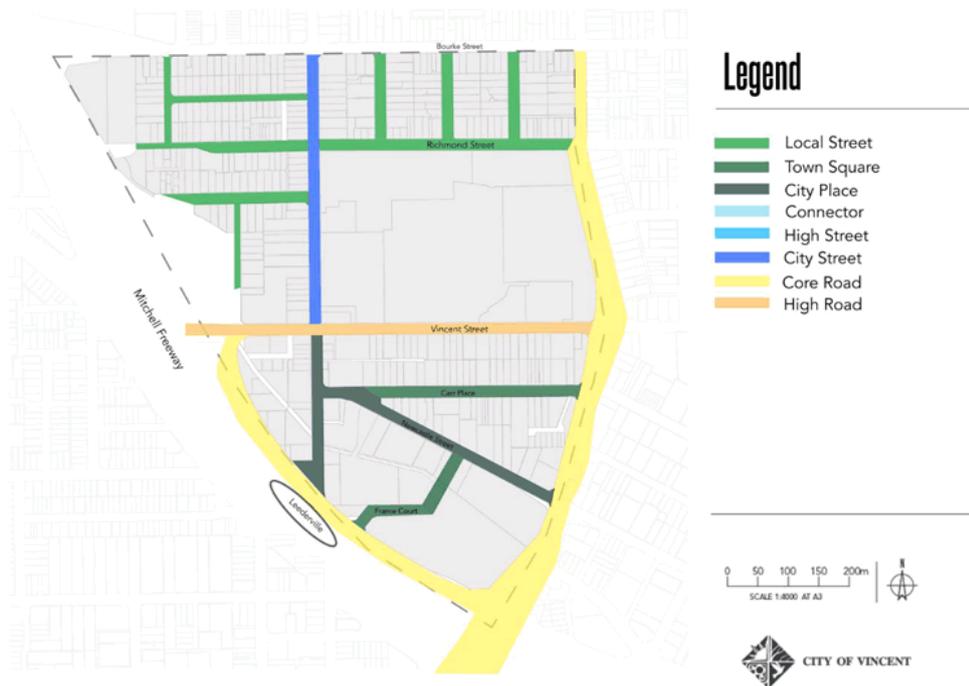


Figure 37 - Future road function

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.

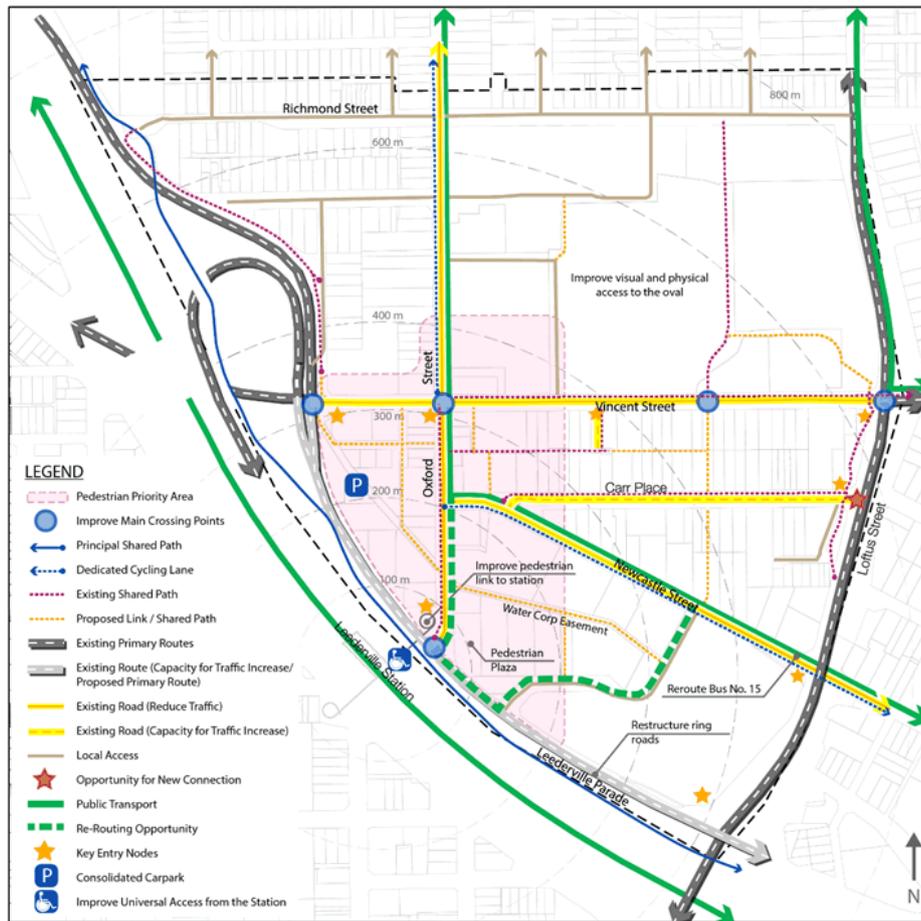


Figure 39 - Vehicle access (TIA)

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

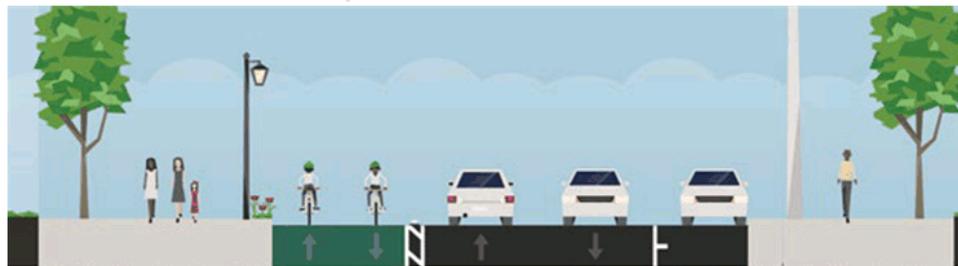
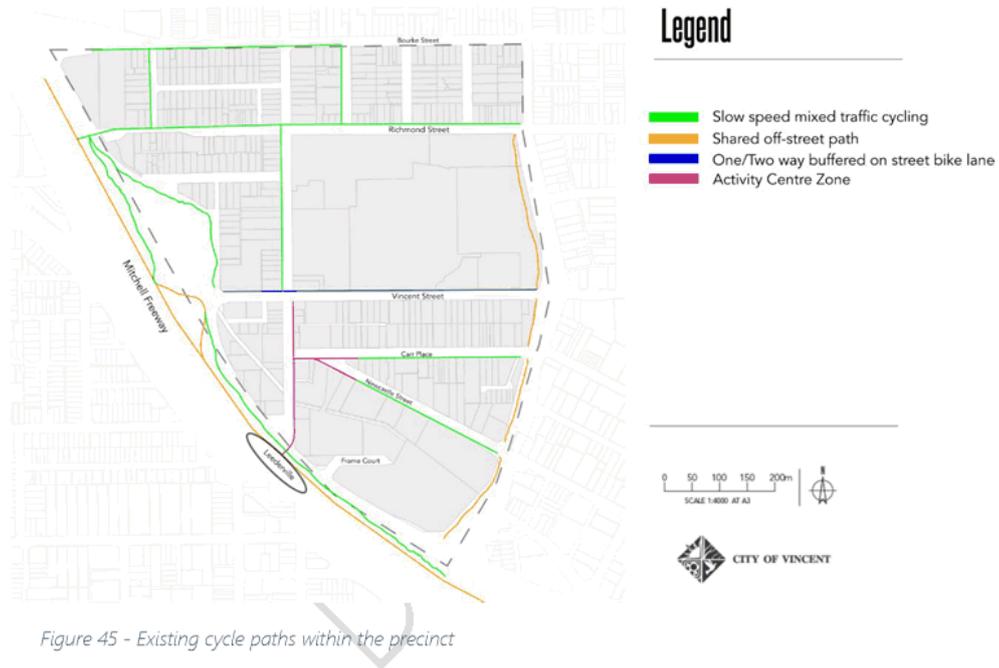
Additional facilities are necessary to complete a comprehensive network of safe cycling routes across the precinct and to destinations to the north and east. This includes the extension of separated cycling corridors along roads such as Loftus Street, and the upgrade of infrastructure along Oxford Street.

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.



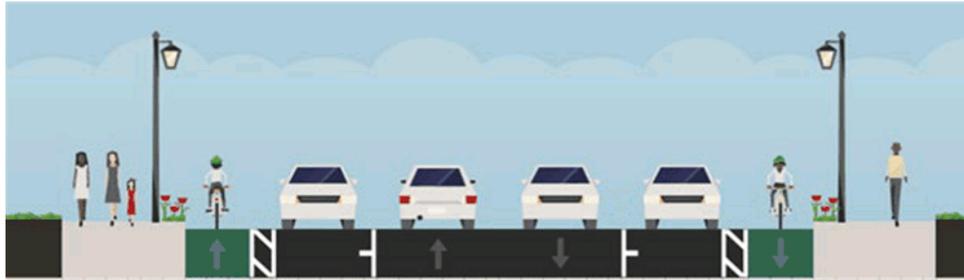


Figure 47 - Alternate cross section of Vincent Street (slow speed mixed traffic).



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"> <li>Improving key roads by creating slow speed mixed traffic and shared spaces along Oxford, Newcastle and Vincent Street;</li> <li>Upgrading road cross sections and intersections to prioritise pedestrians and cyclists.</li> <li>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.</li> <li>Incorporating street trees to assist in creating shared pedestrian/car zones.</li> <li>Undertaking a Streetscape Audit to inform the location for new street trees, lighting, crossings and path widening.</li> <li>Implement finding of a city wide Wayfinding Strategy that encourages pedestrian and cyclist movement to key places within the Precinct.</li> <li>Enable the staged delivery of the Mounts Bay Main Drain green linkage.</li> <li>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.</li> </ul>	<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.

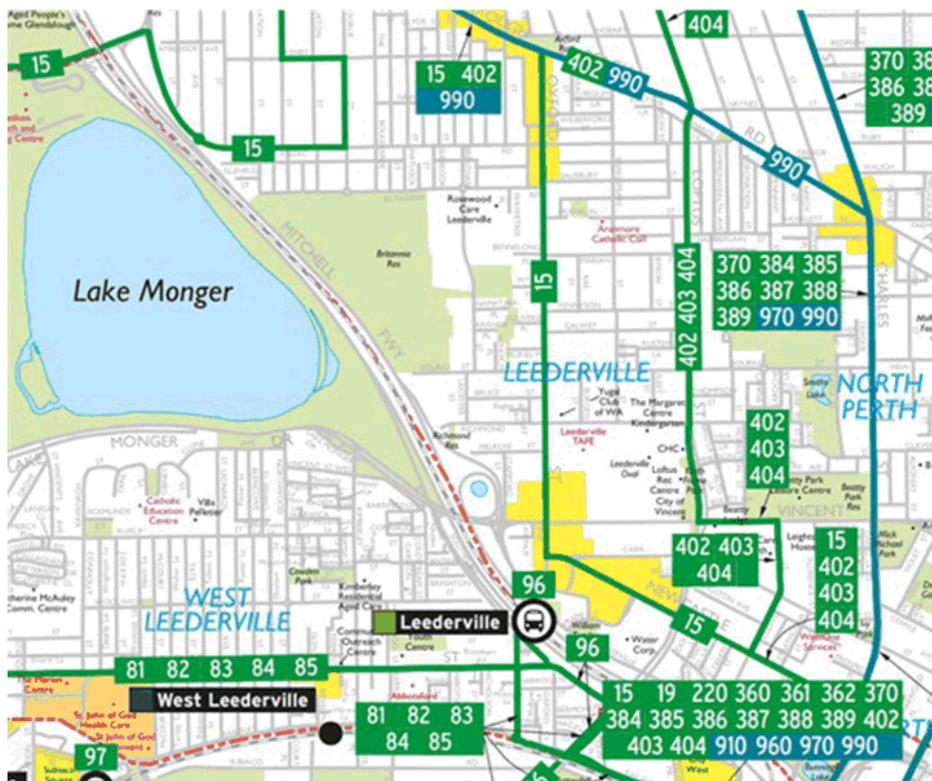


Figure 50 - Current public transport servicing (Public Transport Authority)

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
<b>Perth – Butler</b>	5 minutes	15 minutes	30 minutes
<b>Butler – Perth</b>	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
<b>15 – Glendalough to Perth Busport</b>	10 minutes	30 minutes
<b>402 – Stirling Station to Perth Busport</b>	18 minutes	Avg. every 6 minutes
<b>403 – Stirling Station to Perth Busport</b>	10 minutes	
<b>404 – Stirling Station to Perth Busport</b>	30 minutes	
<b>Green Cat (West Leederville Bus Station)</b>	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.

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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 5.1.5 & 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 5.1.5 & 5.1.16
6	Improve parking: <ul style="list-style-type: none"> <li>• On street parking to be for specific, short-term users;</li> <li>• Improve signage and wayfinding of available parking areas;</li> <li>• Provide electric vehicle charging points for commuters in public car parks.</li> </ul>	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
<b>Transport Agencies:</b> 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.
<b>Western Power</b>	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.
<b>The Water Corporation</b>	<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.

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	<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>
<b>Department of Planning, Lands and Heritage (Heritage Council of WA)</b>	<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>
<b>Private developers</b>	<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>
<b>Department of Education</b>	<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>
<b>TAFE</b>	<p>Ensure support for the existing education services so that they can remain in place.</p>
<b>Foyer Oxford The 'Y'</b>	<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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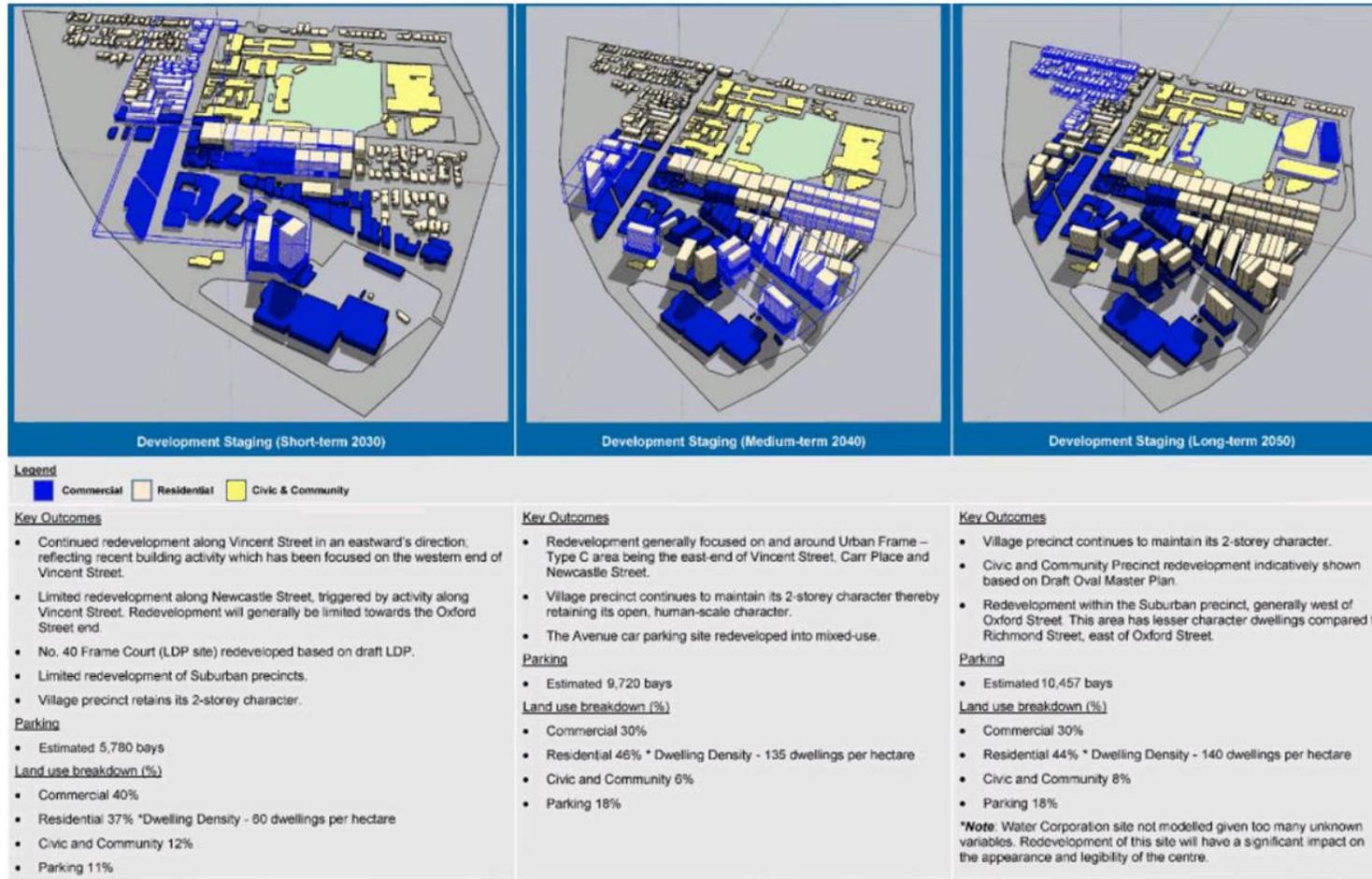


Figure 53 - Development staging

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### 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	-
	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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CITY OF VINCENT

# LEEDERVILLE TOWN CENTRE PLACE PLAN

## VOLUME 04





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DATE	DETAILS	STATUS
21/04/21	Leederville Town Centre Place Plan	Draft

## 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.

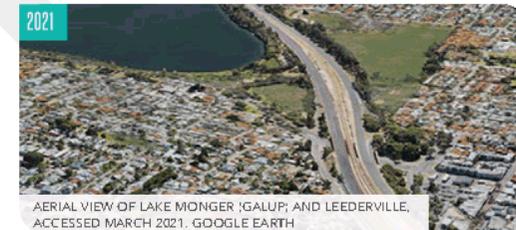
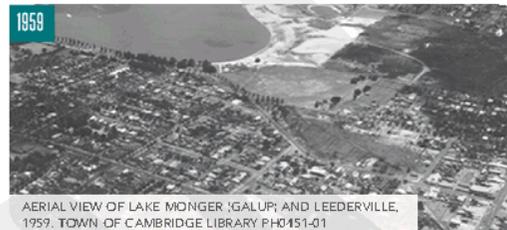
# LEEDERVILLE SNAPSHOT

## Historic

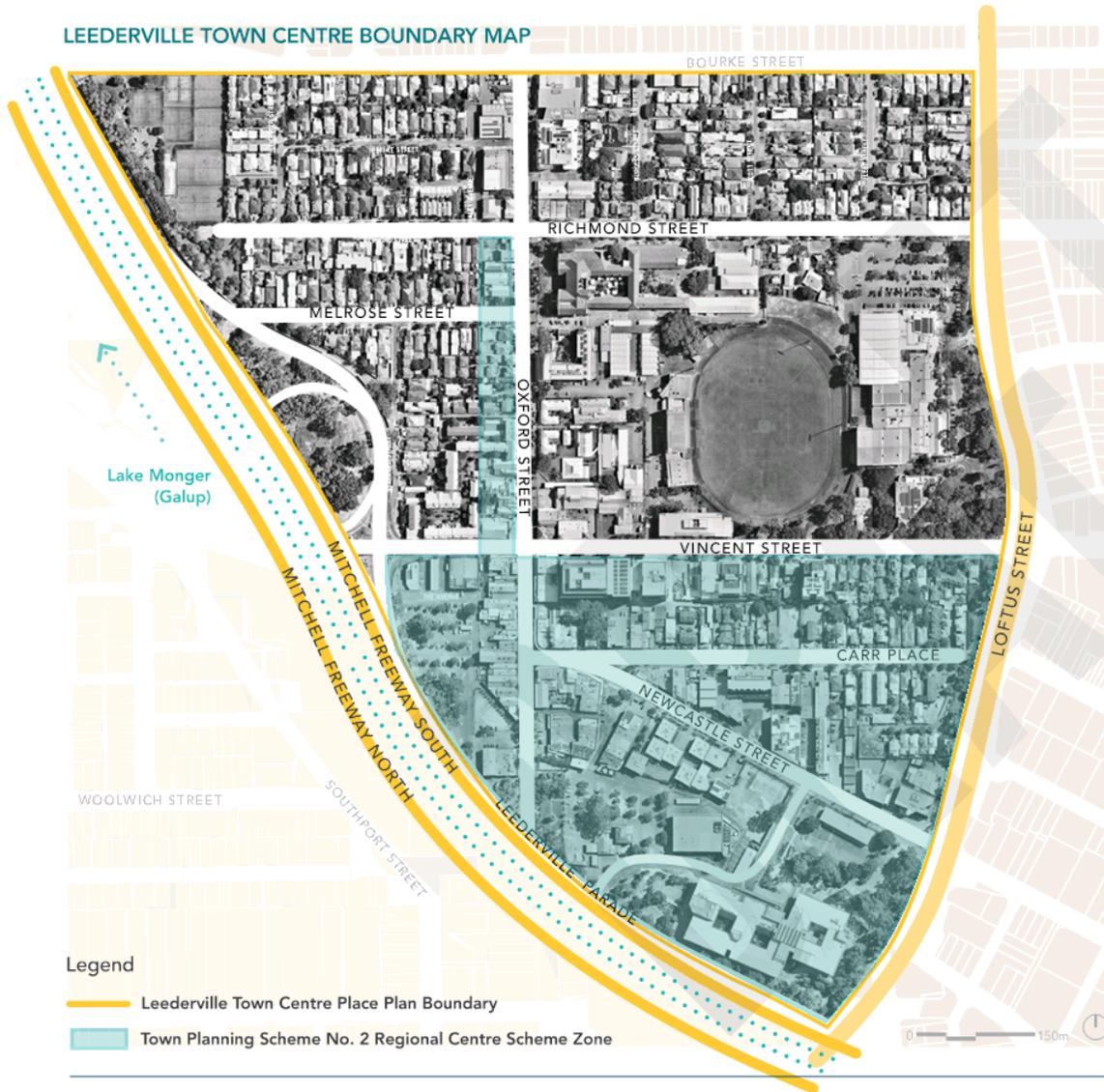
Leederville forms part of Boorloo – Noongar land belonging to the Whadjuk people of the Noongar nation.

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.

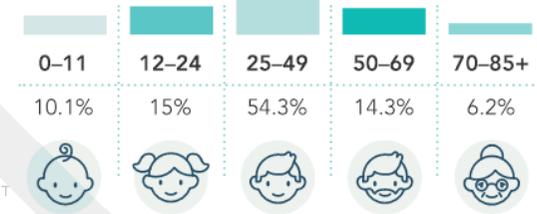


LEEDERVILLE TOWN CENTRE BOUNDARY MAP



## 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.





## 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.

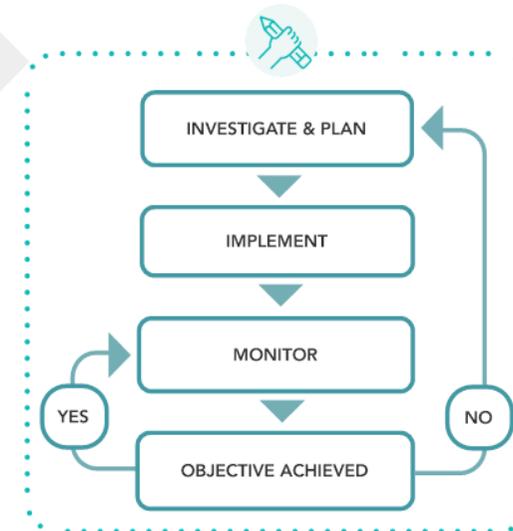
The Place Plan actions are organised into six sections which align with the six priorities of the Strategic Community Plan.

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 ten 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 01 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 02 ANALYSIS**  
 Analysing the detail of the issue or opportunity to understand the best approach to solve the issue or seize the opportunity.



**STEP 03 SOLUTION**  
 Proposing a solution that solves the issue or seizes the opportunity.

The Place Plan actions have been organised into six sections to directly respond to the six priorities of the City's Strategic Community Plan. These include:



**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

<b>Diagnosis</b>	Oxford Street Reserve is underutilised and lacks visual and physical permeability from Leederville Parade and Oxford Street.
<b>Analysis</b>	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.
<b>Solution</b>	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, could be developed to better connect the elements of Oxford Street Reserve to each other, the Town Centre and the train station.
<b>Solution</b>	Develop a concept plan to enhance the community use, connectivity, and vibrancy of Oxford Street Reserve.

## ACTION 1.2 LEEDERVILLE PARADE

<b>Diagnosis</b>	Leederville Parade lacks pedestrian amenity and is a road safety concern.
<b>Analysis</b>	Leederville Parade connects Vincent Street, Oxford Street, and Loftus Street. There is a footpath along Leederville Parade adjacent to the Town Centre, and a principle 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 principle shared path.
<b>Solution</b>	As a high risk location, an opportunity exists to investigate Black Spot funding to implement a continuous median on Leederville Parade. 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 continuous greened median on Leederville Parade.



**ACTION 1.3 BEAUTIFICATION AND ECO-ZONING OF LOT 210**

<b>Diagnosis</b>	The landscaping at Lot 210 on the corner of Vincent Street and Leederville Parade is not maintained to a high standard.
<b>Analysis</b>	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.
	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.
<b>Solution</b>	The licence agreement presents additional opportunities to create an entry statement in this space and the potential to incorporate artwork.
	Undertake the beautification and eco-zoning of Lot 210 Leederville Parade.

**ACTION 1.4 FAST-CHARGING ELECTRIC VEHICLE STATION**

<b>Diagnosis</b>	There is an opportunity for the Town Centre to become part of the electric vehicle fast-charging network
<b>Analysis</b>	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.
	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.
<b>Solution</b>	Support the potential installation of a fast-charging electric vehicle station in the Avenue Car Park.

**PUBLIC OPEN SPACE AND ENHANCED ENVIRONMENT MAP**



# 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

<b>Diagnosis</b>	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.
<b>Analysis</b>	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 and overpass environments to be upgraded to increase the level of accessibility for all, improve pedestrian comfort and experience, and improve amenities for cyclists.
	Leederville UX identifies improvements to Leederville Station as Focused Intervention 14.
<b>Solution</b>	Advocate to the Public Transport Authority for a Leederville Station upgrade.

## ACTION 2.2 REROUTE BUS ROUTE 15

<b>Diagnosis</b>	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.
<b>Analysis</b>	Rerouting the bus as 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.
<b>Solution</b>	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.

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.

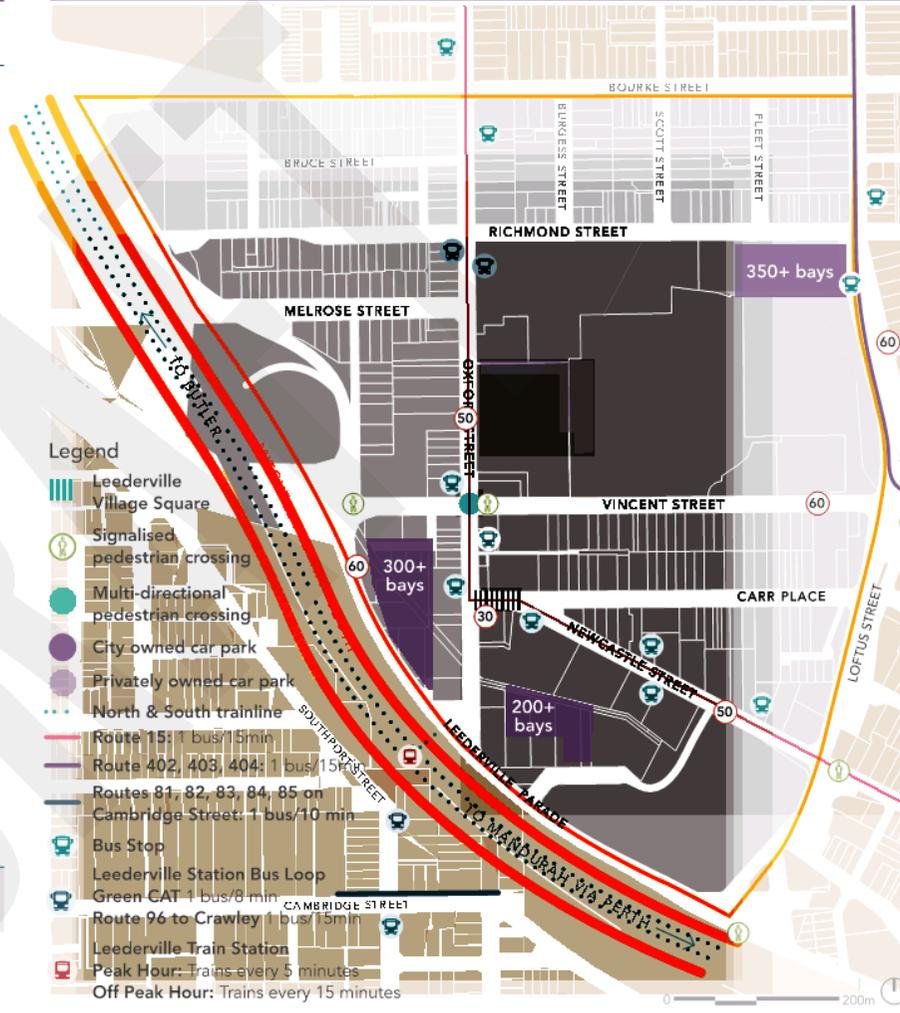
**Analysis** The distance between the formal crossings of Loftus Street is approximately 300 meters, which may encourage pedestrians and cyclists to cross at informal locations, such as between Carr Place and Carr Street, and between Loftus Recreation Centre and Emmerson Street.

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.

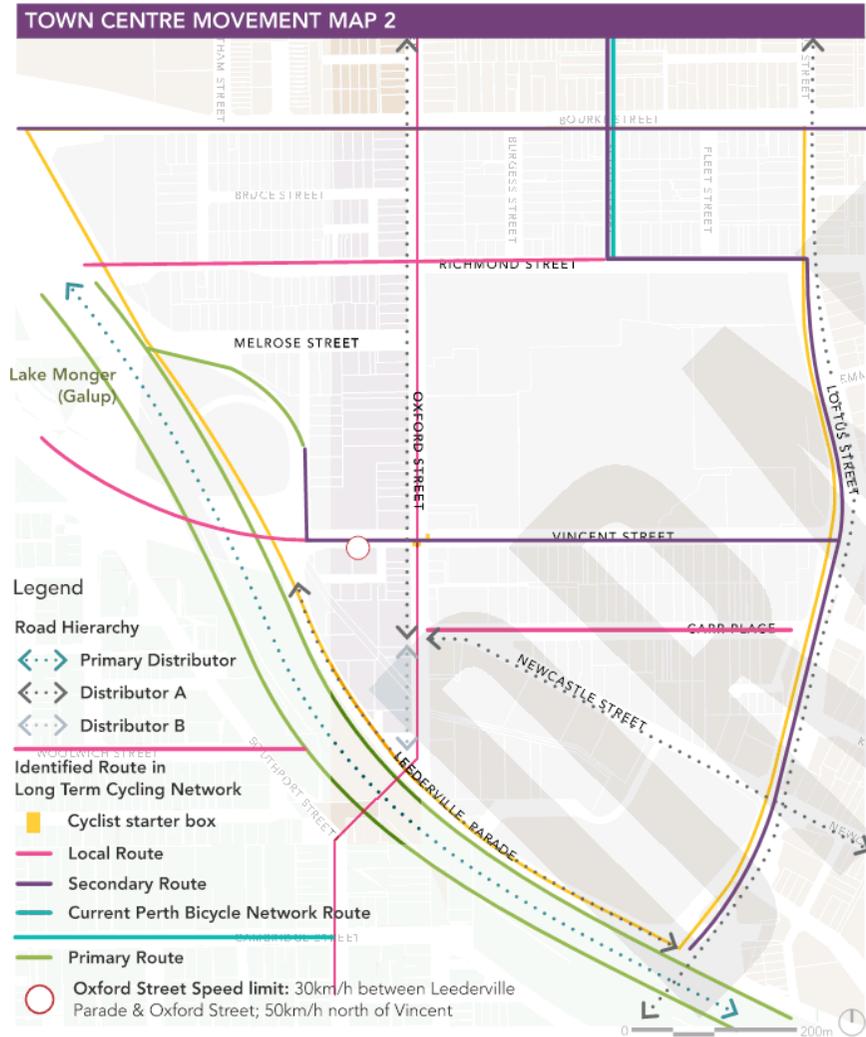
This action supports Leederville UX Focused Intervention 10 – multi-use intersections on major roads, and Focused Intervention 13 – pedestrian crossing of Loftus Street at Richmond Street.

**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**

<b>Diagnosis</b>	Oxford Street does not allow for cars and bicycles to share the road safely.
<b>Analysis</b>	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 Principle 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.
<b>Solution</b>	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**

<b>Diagnosis</b>	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.
<b>Analysis</b>	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.
<b>Solution</b>	Plan improvements to Vincent Street.

**ACTION 2.7 WAYFINDING STRATEGY**

<b>Diagnosis</b>	Wayfinding in Vincent’s Town Centres is cluttered, unclear and limited.
<b>Analysis</b>	<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 Strategy should be prepared to:</p> <ul style="list-style-type: none"> <li>• Create a comprehensive, clear and consistent visual communication system with concise messaging;</li> <li>• Only include the information that is relevant to the space, location and navigation path; and</li> <li>• Focus on active transportation mode users, particularly pedestrians.</li> </ul> <p>Leederville UX has identified wayfinding as Focused Intervention 19.</p>
<b>Solution</b>	Develop a Wayfinding Strategy.

*Leederville Connect has been identified as a support team for 2.7*

**ACTION 2.8 ON-DEMAND TRANSPORT AND DELIVERY PARTNERS**

<b>Diagnosis</b>	On-demand transport and delivery services can cause congestion in the Town Centre at peak times.
<b>Analysis</b>	<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 morning<sup>1</sup>.</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 app<sup>2</sup>. 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>
<b>Solution</b>	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

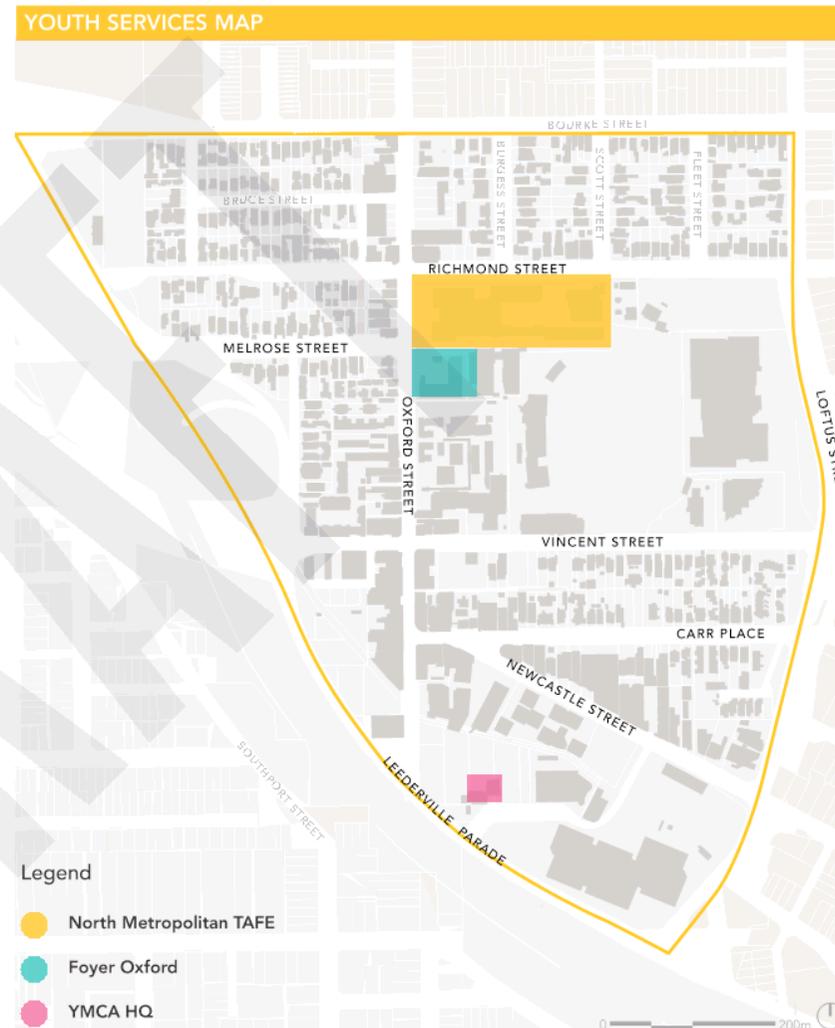
Sets out the actions and projects which contribute to Leederville’s unique sense of place, and encourage the community to connect with each other to enhance their quality of life.

## ACTION 3.1 COLLABORATE WITH YOUTH SERVICES

<b>Diagnosis</b>	There are opportunities to deliver events in collaboration with the three major youth and social services in the Town Centre.
<b>Analysis</b>	<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>
<b>Solution</b>	Seek opportunities to collaborate with YMCAHQ, Foyer Oxford, and TAFE to activate the Town Centre.

## ACTION 3.2 TOWN TEAM GRANT PROGRAM

<b>Diagnosis</b>	Town teams require financial support to deliver outcomes for their respective town centres and to make themselves more sustainable entities.
<b>Analysis</b>	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.
<b>Solution</b>	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

<b>Diagnosis</b>	The regular hiring of event furniture and fixtures is costly and unsustainable.
<b>Analysis</b>	<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 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>
<b>Solution</b>	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

<b>Diagnosis</b>	Leederville Village Square is not well lit and lacks the ambiance of a town square when events are not being held in the space.
<b>Analysis</b>	<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>
<b>Solution</b>	Plan festoon lighting in Leederville Village Square.

**ACTION 4.3 POWER IN LEEDERVILLE VILLAGE SQUARE**

<b>Diagnosis</b>	There is currently no access to power in Leederville Village Square.
<b>Analysis</b>	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.
<b>Solution</b>	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**

<b>Diagnosis</b>	There are areas in the Town Centre that are poorly lit.
<b>Analysis</b>	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.
<b>Solution</b>	Undertake a lighting audit to identify opportunities for lighting improvements.

**ACTION 4.5 PARKING IN LEEDERVILLE VILLAGE SQUARE**

<b>Diagnosis</b>	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.
<b>Analysis</b>	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, 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 .
<b>Solution</b>	Plan design solutions to deter parking in the Leederville Village Square median.

**ACTION 4.6 STREETScape AUDIT**

<b>Diagnosis</b>	There is an opportunity to rationalise the location of existing street furniture, and potential to accommodate additional planting, pedestrian amenities, and other streetscape improvements.
<b>Analysis</b>	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.
	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.
<b>Solution</b>	This could include opportunities for additional planting, beautification, urban design improvements, street art, street furniture rationalisation and upgrades, and reducing clutter.
	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**

<b>Diagnosis</b>	The space between Oxford Street tenancies and the Avenue Car Park is underutilised, disconnected, and lacks pedestrian amenity.
<b>Analysis</b>	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.
	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.
<b>Solution</b>	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
	Undertake an urban design study for the Avenue Car Park Laneway 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.

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.

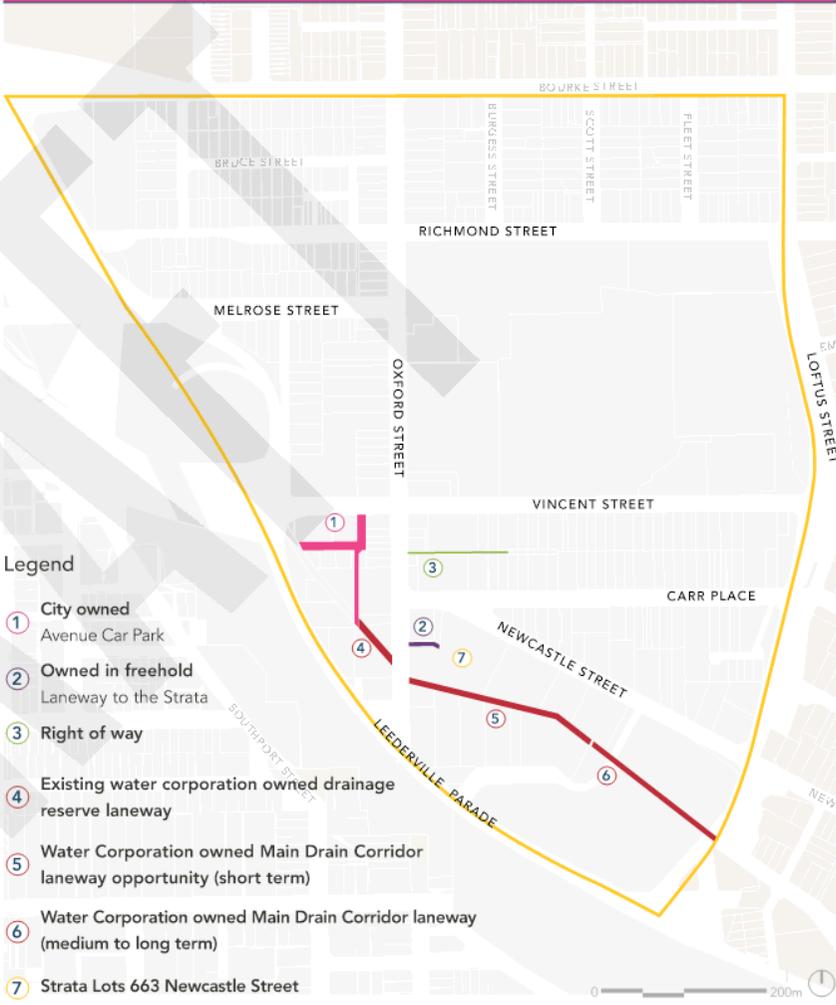
As the reserve is owned and governed by the Water Corporation, the City can't undertake upgrades on these premises without the permission of the Water Corporation.

**Analysis** 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. This is identified as the top social infrastructure need for Leederville in Leederville Connect's Social Infrastructure study.

Leederville UX has identified the Water Corporation Drain as Focused Intervention 11.

**Solution** 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**

<b>Diagnosis</b>	The laneway between the Leederville Hotel and the new ABN building will soon be fronted with active uses and become a new hub of activity.
<b>Analysis</b>	<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 fronting onto the laneway, including a café and retail shop.</p> <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>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>Leederville UX has identified more laneways and public access as Focused Intervention 8a.</p>
<b>Solution</b>	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.

**ACTION 4.10 LANEWAY TO THE STRATA**

<b>Diagnosis</b>	The right of way connecting Oxford Street to the strata lots at 663 Newcastle Street is underutilised.
<b>Analysis</b>	<p>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> <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>
<b>Solution</b>	<p><b>A)</b> Request the Minister of Lands acquire the right of way linking Oxford Street to the strata lots at 663 Newcastle Street.</p> <p><b>B)</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 4.11B*

# 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

<b>Diagnosis</b>	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.
<b>Analysis</b>	<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>
<b>Solution</b>	Prepare an Activity 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

<b>Diagnosis</b>	The standard noise walls installed by Main Roads WA are bland and do not integrate with the aesthetic of the Town Centre.
<b>Analysis</b>	<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>
<b>Solution</b>	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**

<b>Diagnosis</b>	Leederville has a unique character which could be better reflected in the streetscape amenities.
<b>Analysis</b>	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.
<b>Solution</b>	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**

<b>Diagnosis</b>	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.
<b>Analysis</b>	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.
<b>Solution</b>	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.
<b>Solution</b>	Undertake community consultation to review the use of Leederville Village Square and inform the future of the space.

**ACTION 6.2 LED STREET LIGHTS**

<b>Diagnosis</b>	The street lights along Oxford Street function poorly at night and are not energy efficient.
<b>Analysis</b>	<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>
<b>Solution</b>	Install LED street lights along Oxford Street.

**ACTION 6.3 PUBLIC TOILETS**

<b>Diagnosis</b>	The public toilets in the Avenue Car Park are nearing the end of their life span, lack universal design, and attract anti-social behaviour.
<b>Analysis</b>	<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>
<b>Solution</b>	Plan public toilet improvements.

**ACTION 6.4 SMOKE-FREE TOWN CENTRES**

<b>Diagnosis</b>	Exposure to second-hand smoke is harmful to public health.
<b>Analysis</b>	<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>
<b>Solution</b>	Develop and deliver a smoke-free town centres project with involvement from the community, health partners, and local businesses.



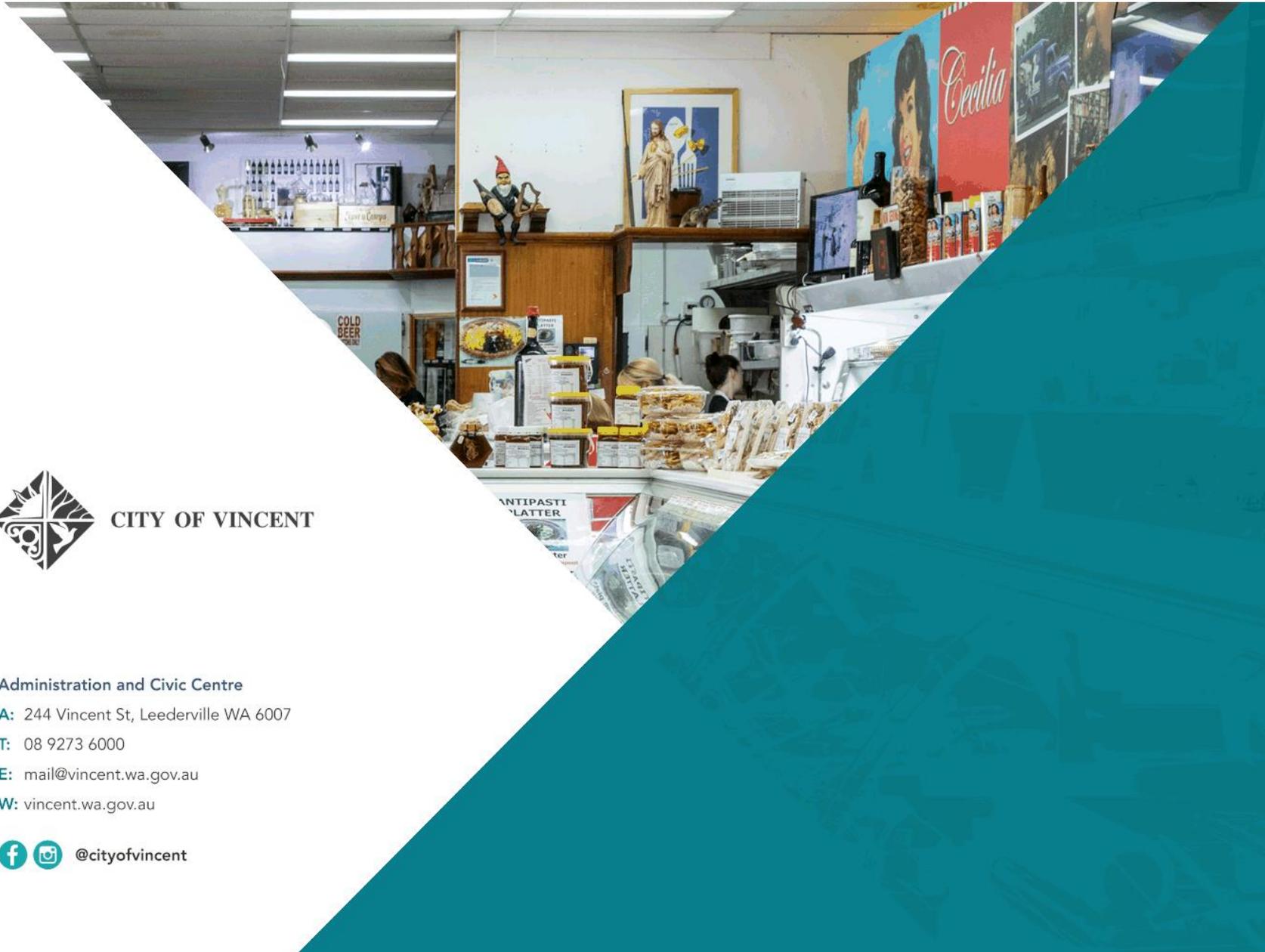
# 07. IMPLEMENTATION FRAMEWORK

LEEDERVILLE TOWN CENTRE PLACE PLAN IMPLEMENTATION FRAMEWORK							
KEY ACTION / PROJECT	RESPONSIBLE TEAM	SUPPORT TEAM	TIMING				
			21/22	22/23	23/24	24/25	
<b>PRIORITY AREA 1: ENHANCED ENVIRONMENT</b>							
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 continuous greened median 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	✓			
<b>PRIORITY AREA 2: ACCESSIBLE CITY</b>							
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 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 Vincent Street.	I&E	S&D		✓	✓	
2.7	Develop a Wayfinding Strategy.	S&D	I&E/LC	✓			
2.8	Investigate the feasibility and impact of designated pick up points for on-demand transport and delivery partners.	S&D	I&E		✓	✓	
<b>PRIORITY AREA 3: CONNECTED COMMUNITY</b>							
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	
<b>PRIORITY AREA 4: THRIVING PLACES</b>							
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&C/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 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 such as paving, lighting and visual art, as well as naming the laneway, in consultation with the community and Landgate.	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	✓	✓	✓	✓
<b>PRIORITY AREA 5: SENSITIVE DESIGN</b>							
5.1	Prepare a Precinct 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		✓	✓	
<b>PRIORITY AREA 6: INNOVATIVE &amp; ACCOUNTABLE</b>							
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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@cityofvincent

# Design Leederville

Precinct Structure Plan  
Place Plan

Stakeholder Engagement Plan  
2021



### STAKEHOLDER ENGAGEMENT PLAN - PROMOTIONS

The following communications will be used as engagement tools:

- Project branding
- Social media
- FAQs
- Imagine Vincent Engagement Pages
- Website text
- Information sheet to be distributed as a flyer and available on request
- Advertising content to be placed in local newspaper • Targeted letters and emails

### INTERNATIONAL ASSOCIATION FOR PUBLIC PARTICIPATION (IAP2)

The below image conveys IAP2’s spectrum of public participation which is used internationally in engagement plans. The three projects reach the ‘Involve’ section of the spectrum.

The Design Leederville campaign sought to work directly with the public through:

- Key stakeholder engagement;
- Online engagement through Imagine Vincent;
- Invitations to meet the project team at the local town team events;
- Workshops to understand the concerns and aspirations of the community;
- Workshopping with the local town team to understand and consider concerns and aspirations.

**IAP2 Spectrum of Public Participation** 

IAP2’s Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public’s role in any public participation process. The Spectrum is used internationally, and it is found in public participation plans around the world.

INCREASING IMPACT ON THE DECISION 

	<b>INFORM</b>	<b>CONSULT</b>	<b>INVOLVE</b>	<b>COLLABORATE</b>	<b>EMPOWER</b>
<b>PUBLIC PARTICIPATION GOAL</b>	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
<b>PROMISE TO THE PUBLIC</b>	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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**PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015**

Formal advertising of the Precinct Structure Plan is to be as per Schedule 2, Part 4, Clause 18 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

**PROJECT BRANDING**

All information materials will follow the City of Vincent's Visual Identity Style Guide, including the appropriate use of templates and logos.

The project will be formally known as the 'Design Leederville'. Design Leederville will inform the development of the Leederville Precinct Structure Plan and the Leederville Place Plan.

In order to create a unique, identifying catchphrase for the project, we propose to use the hashtag #designleederville. This hashtag captures the journey we are taking with the community and stakeholders to collaboratively design Leederville for the future.

We propose to continue to incorporate the six priorities of Imagine Vincent throughout the engagement process and will aim to answer the question - *how can we design Leederville to deliver the 6 priorities of Imagine Vincent?* These priorities are:

- Enhanced environment;
- Accessible City;
- Connected Community;
- Thriving Places;
- Sensitive Design; and
- Innovation and Accountability

					
<b>Enhanced Environment</b>	<b>Accessible City</b>	<b>Connected Community</b>	<b>Thriving Places</b>	<b>Sensitive Design</b>	<b>Innovative &amp; Accountable</b>
The natural environment contributes greatly to our inner-city community. We want to protect and enhance it, making best use of our natural resources for the benefit of current and future generations.	We want to be a leader in making it safe, easy, environmentally friendly and enjoyable to get around Vincent.	We are a diverse, welcoming and engaged community. We want to celebrate what makes us unique and connect with those around us to enhance our quality of life.	Our vibrant places and spaces are integral to our identity, economy and appeal. We want to create, enhance and promote great places and spaces for everyone to enjoy.	Design that 'fits in' to our neighbourhoods is important to us. We want to see unique, high quality developments that respect our character and identity and respond to specific local circumstances.	The City of Vincent has a significant role to play in supporting our community to realise its vision. To achieve this, we will be an innovative, honest, engaged and responsible organisation that manages resources well, communicates effectively and takes our stewardship role seriously.

**Imagine Vincent: Strategic Community Plan 2018-2028 Priorities**

The visuals associated with the 6 priorities of Imagine Vincent were incorporated into the workshop activities of the initial visioning process of 'Design Leederville' to organize conversation according to those themes.

## STAKEHOLDER ANALYSIS

Stakeholders are defined as those individuals, organisations and agencies that may have an influence on, may be affected by, or may perceive to be affected by, a proposed activity.

A preliminary stakeholder analysis has been undertaken to bring structure and rigour to the communication and engagement process. An understanding of key stakeholders and potential issues enables a more proactive approach to consultation and engagement through:

- Anticipating possible stakeholder involvement in terms of interest and influence
  - Developing tailored and relevant engagement and communications
  - Preparing for identified and emerging issues
- All stakeholders in Leederville Town Centre will be invited to participate in engagement activities. Key stakeholder groups include:
- Residents, landowners and businesses – this group are the owners of Leederville Town Centre, and are personally invested in the future of the place.
  - City of Vincent (elected members) – this group are an important conduit between the community and the administrative functions of the City. As elected members, this group represent local community stakeholders, and make decisions on their behalf. Council are the decision makers at the local government level, and will directly endorse the activity centre plan on the basis of community and stakeholder engagement and feedback.
  - City of Vincent (advisory groups) – this group provide a connection between the community and the City of Vincent, focussed on key issues upon which they provide advice and community opinion to the City.
  - Community and advocacy groups – this group are representatives of key community interests, and provide an excellent communication link into the broader community.
  - City of Vincent (administration) – this group includes the administrative functions of the City. Administrative staff are occupiers of Leederville Town Centre, and also responsible for delivering projects, infrastructure and policy within the study area.
  - Government agencies – this group reflects the state government agencies with a role in policy implementation or infrastructure provision within Leederville Town Centre at the state government level. This group will set many state government policy parameters that will shape the form of the activity centre plan. This group includes the Western Australian Planning Commission, the ultimate approver of the activity centre plan.
  - Adjoining local government areas – the neighbours of the activity centre plan will have interest, particularly on elements that crossover into their jurisdiction.
  - Media – the media will have an interest in the project, and will be a key tool in promoting the key messages and opportunity for engagement.

Stakeholders have been mapped, based on their (current) interest in the project and their level of influence, as outlined (Figure 3).



Figure 3 Stakeholder Mapping

The “Stakeholder, Analysis Matrix” (Table 2) recognises potential internal and external stakeholders for the activity centre plan.

It is not an exhaustive list but one that will be analysed during consultation with City of Vincent and other key stakeholders for its completeness.

The suggested level of engagement for each stakeholder has been anticipated and may be subject to change.

Table 2 Stakeholder Analysis Matrix

Stakeholder	Cohort	Level of Interest	Stakeholder Classification
City of Vincent	Elected members	To be kept informed and provide specialist input as required	Key Players
	Executive Management Team	To be kept informed and provide specialist input as required	Key Players
	Staff – Town Planning Community Development Other	To be kept informed, provide specialist information and share information building on existing reputation and community goodwill	Key Players
	Advisory Groups of Council.	To be kept informed as well as provide specialist information and share information.	Key Players
Government Agencies	-Department Education	To be kept informed as well as provide specialist information and feedback.	Keep Informed
	-Environmental Protection Authority		Keep Informed
	-Department of Fire and Emergency Services	Potential opportunities for future collaboration	Keep Informed
	-Department of Local Government, Sport and Cultural Industries		Keep Satisfied
	-Main Roads Western Australia		Keep Informed
	-Department of Planning, Lands and Heritage		Keep Informed
-Public Transport Authority		Keep Informed	
-Department of Transport		Keep Informed	
-Waste Authority		Keep Satisfied	
-Department of Water and Environmental Regulation		Keep Informed	
-Water Corporation		Keep Satisfied	

Residents, landowners and businesses	Developers Individual property owners Residents Local business owners	To be kept informed and provide input /feedback Reinforcing goodwill earned by CoV during previous engagements	Key Players
Community and Advocacy Groups	Leederville Connect	To be kept informed and provide (specialist) input /feedback	Key Players
	Ratepayers Associations	To be kept informed and provide input /feedback	Keep Satisfied
	Other community groups/associations	To be kept informed and provide input /feedback	Keep Informed
	Disability Community	To be kept informed and provide (specialist) input as required	Keep Satisfied
	Local Aboriginal Groups	Potential cultural heritage impacts	Keep Satisfied
	CaLD Multicultural groups that represent local community demographics	To be kept informed and provide (specialist) input /feedback	
	Retirement facilities Chamber of Commerce and Industry	To be kept informed and provide input /feedback To be kept informed as well as provide specialist information and share information. Reinforcing goodwill earned by CoV during previous engagements	Keep Informed Keep Satisfied
Adjoining LGAs	City of Bayswater Town of Cambridge City of Perth City of Stirling	To be kept informed and provide input /feedback	Keep Informed
Media Outlets	Local media – TV Community Radio Community Newspapers Community run sites - Facebook / Twitter / Instagram / Snapchat	To be kept informed and raise awareness of strategic vision and aspirations for the activity centre plan	Keep Informed

City of Vincent Social Media	Facebook / Twitter / Instagram / Snapchat	Raise awareness of Vision for City of Vincent activities including Activity Centre Plan for the Leederville Town Centre – (announcements; general information and advertising e.g. meeting invitations etc)	Keep Satisfied
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## STAKEHOLDER ENGAGEMENT PRIOR TO FORMAL CONSULTATION PERIOD

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### Design Leederville 2019:

Late 2019 we asked the community for their ideas for the future of Leederville, and how Leederville can be planned and designed to deliver on the priorities identified through Imagine Vincent, being enhanced environment, accessible city, connected community; thriving places, sensitive design; and innovation and accountability. The community told us what it is that makes Leederville, Leederville! From the positive to the negative and the opportunities that exist.

These ideas contributed to the vision for Leederville which has resulted in the:

- Draft Precinct Structure Plan; and
- Draft Place Plan.

### Reconciliation Action Plan Working Group (RAPWG):

The projects will be presented to the RAPWG for their feedback and to inform the upcoming community consultation period. The City will also seek formal comment on each plan during the consultation period.

### Leederville Connect:

Leederville Connect has been integral to the project and community consultation. The City will engage with them prior to the consultation period to understand their thoughts on each project and the proposed formal consultation.

## ENGAGEMENT TOOLS AND FORMAL CONSULTATION PERIOD

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An Imagine Vincent (Engagement HQ) page branded 'Design Leederville' will include:

- An overview of the Precinct Structure Plan and Place Plan projects;
- How people may have their say including a short survey & detailed survey;
- Mapping tools to make comments on particular locations in Leederville;
- The draft documents;
- Graphics and imagery will be used to explain key concepts of the draft plans;
- Detailing opportunities to meet with the project team and ask questions in Leederville;
- FAQ's;
- Detail of the next steps including presentation of the comments received to Council; and
- Who to contact for more information.

Advertising will also include:

- Social media posts;
- Targeted letters (post cards) and emails;

- Newspaper advertisement; and
- Advertising in the City's customer service areas.

The additional advertising is intended to direct people to the Imagine Vincent page for more information and to make a comment.

In accordance with Schedule 2, Part 4, Clause 18 of the *Planning and Development (Local Planning Schemes) Regulations 2015* the advertising period is to be 42 days. Following Council's endorsement of the draft Precinct Structure Plan and draft Place Plan for advertising, the consultation period may commence in May or June for a period of 42 days from the date it is first published in the local newspaper. An opportunity to meet with project team will be provided early in the consultation period followed by a question and answer session later in the consultation period.