

9.8 OUTCOME OF PUBLIC NOTICE - PROPOSED MAJOR LAND TRANSACTION, LEEDERVILLE

- Attachments:
1. Business Plan - Leederville Car Parks Major Land Transaction
 2. Proposed Concept and Vision - Appendix 1 of Business Plan - Leederville Car Parks Major Land Transaction
 3. Head of Agreement Key Terms
 4. Summary of Submissions - Administration's Comment
 5. Proposed Additional Public Car Parks in Leederville

RECOMMENDATION:**That Council:**

1. **BY ABSOLUTE MAJORITY**, having considered the submissions made, pursuant to Section 3.58 (3) of the *Local Government Act 1995*, **PROCEEDS** with the Major Land Transaction included in the Business Plan included in Attachments 1 and 2 in accordance with the Key Terms included in Attachment 3 and the Heads of Agreement with Hesperia Pty Ltd, pursuant to Section 3.59 (5) of the *Local Government Act 1995*, for the reason that it would improve the Leederville Town Centre, and **AUTHORISES** the Mayor and Chief Executive Officer to enter into, sign and seal the transaction documents;
2. **AUTHORISES** and **DELEGATES** to the Chief Executive Officer the performance of the City's rights, functions and obligations in any signed transaction documents in relation to the agreement that will need to be made between the City and Leederville Asset Pty Ltd as to the plans and specifications for the new multi storey car park to be constructed by Leederville Asset Pty Ltd or its builder on part of the Frame Court site;
3. **DETERMINES** that the City of Vincent Parking Local Law applies to the car park located on the northern and eastern side of No. 164 Oxford Street, Leederville (Oxford Street SIDE Car Park), between the hours of 4:00pm and 7:00am Monday to Friday and on Saturday, Sunday and Public Holidays, and is to be controlled and managed by the City of Vincent as a parking station, subject to the agreement in writing of the owners of that land and pursuant to Clause 1.5(3)(b) of that Local Law. The use of any portion of No. 629 Newcastle Street, Leederville as a public carpark (and the associated terms) are subject to final approval from the Water Corporation Executive;
4. **DETERMINES** that the City of Vincent Parking Local Law applies to the car park located at No. 629 Newcastle Street, Leederville and No. 40 Frame Court, Leederville (Newcastle Street Car Park), and is to be controlled and managed by the City of Vincent as a parking station, subject to the agreement in writing of the owners of that land and pursuant to Clause 1.5(3)(b) of that Local Law;
5. **AUTHORISES** and **DELEGATES** to the Chief Executive Officer the authority to negotiate and approve agreements between the City of Vincent and the owners for the care, control and management of the Newcastle Street Car Park subject to the following:
 - 5.1 The distribution of parking ticket revenue being split after expenses once the City of Vincent has fully recouped the cost of constructing the parking station on that owner's land, until which time all revenue to be retained exclusively by the City of Vincent;
 - 5.2 Revenue from infringements and any other penalties issued at the Newcastle Street Car Park to be retained exclusively by the City;
 - 5.3 Specified costs including the construction of the car park (demolition, removal of fences, grading, surfacing, drainage and installation of a crossover, landscaping, line marking, lighting, signage and ticket issuing machines) and replacement of boundary fencing and associated work for No. 40 Frame Court post use as a public car park, to be funded exclusively by the City of Vincent;

- 5.4 Specified costs including the maintenance and repair of the car park and crossover surface, drainage, landscaping, line marking, lighting, signage and ticket issuing machines will be split between the City and owners; and
 - 5.5 The owners reserving the right to allow all or part of their land to be used in agreed circumstances, subject to notice being provided to the City of Vincent; and
6. NOTES that adequate funding exists in the Cash-in-Lieu of Car Parking Reserve to fund the construction of the parking stations and that funding of this project would be considered by Council as part of the Mid Year and 2023/24 Budget.

PURPOSE OF REPORT:

To consider the results of public notice on the proposed Leederville Car Parks Major Land Transaction Business Plan and whether or not to proceed with the Major Land Transaction in accordance with Sections 3.58 and 3.59 of the *Local Government Act 1995*.

BACKGROUND:

Leederville Precinct Structure Plan

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

Prior to being drafted, the LPSP was subject to significant research and public consultation through the 'Design Leederville' community consultation campaign in late 2019. A draft plan was then prepared and community consultation on this plan was conducted in 2021.

At its meeting on 14 September 2021, Council recommended that the WAPC approve the LPSP subject to modifications.

Under the LPSP The Avenue and Frame Court Car Parks would be zoned Mixed Use R-AC0 and are earmarked as Key Development Sites. The LPSP provides further guidance for the two landholdings as follows:

The Avenue Car Park

The site is situated within the Cityscape precinct, which is described as:

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

This identifies an acceptable height standard of 18 storeys, which could increase to a maximum height of 23 storeys subject to bonus criteria being met.

Frame Court Car Park

The site is situated within the Urban Frame Type A precinct, which is described as:

- A mixed use area.
- Carefully designed to avoid impacts on existing neighbours.
- An attractive and safe entry point to the core of Leederville for pedestrian, cyclists and vehicles.
- Well-landscaped with lots of shade, green spaces and places to relax.

This identifies an acceptable height standard of 10 storeys, which could increase to a maximum height of 14 storeys subject to bonus criteria being met.

The LPSP is required to be approved by the WAPC before it becomes operational.

Redevelopment Proposals, Leederville Car Parks

At its Meeting on 14 December 2021, Council approved the Chief Executive Officer to commence an expression of interest process for the redevelopment of the City's major landholdings in Leederville, being The Avenue Car Park and Frame Court Car Park.

At its Meeting on 21 June 2022, Council approved the stage one materials, including the selection criteria to be used to assess all proposals.

An evaluation panel was established who assessed the submissions against Council's selection criteria. The panel comprised of six voting members including:

- One representative from DevelopmentWA who has significant experience in assessing submissions of a similar nature and scale;
- Two representatives from the City's Design Review Panel who have extensive design and built form expertise; and
- Three representatives from Administration who have the appropriate land, legal, planning and development knowledge and skills.

The evaluation panel was advised by an external independent probity advisor, Administration's Procurement and Contracts Officer as well as two subject matter experts from Cygnet West.

Eight submissions were received throughout the stage one advertising period from 27 June 2022 to 8 August 2022. Following an assessment of each submission by the evaluation panel, Council, at its 18 October 2022 meeting, shortlisted the three submissions who received the highest score against the selection criteria. At this Meeting, Council requested the Chief Executive Officer present a report to Council to determine the additional information required from the shortlisted proposals.

The draft Stage 2 Request for Detailed Proposals was approved by Council at its Meeting on 13 December 2022. Shortlisted proponents were invited to submit detailed proposals from 14 December 2022 to 28 February 2023. The evaluation panel recommended that the preferred proponent's proposal (Hesperia Property Pty Ltd's) be progressed, for the following reasons:

- Compliance with the submission requirements;
- Addressed all essential, non-weighted selection criteria and key commercial terms;
- Addressed all Stage 2 Request for Detailed Proposals items; and
- Ranked highest in the evaluation panel's assessment of the qualitative selection criteria.

At its Meeting on 9 May 2023, Council endorsed Hesperia Property Pty Ltd as the preferred proponent and requested the Chief Executive Officer progress the development of a Heads of Agreement with Hesperia Property Pty Ltd in relation to their proposal. Council also requested the Chief Executive Officer prepare a Business Plan under section 3.59 of the *Local Government Act 1995* in relation to the major land transactions relating to Hesperia Property Pty Ltd's proposal.

At its meeting of 25 July 2023 Council approved the Leederville Car Parks Major Land Transaction Business Plan for public notice. The Business Plan is included as **Attachment 1** and Hesperia's Proposed Concept and Vision, which was appended to the Business Plan, is included at **Attachment 2**. At that same meeting Council also authorised the CEO to execute a Heads of Agreement with Hesperia Property Pty Ltd that sets out the non-binding terms of the proposed Major Land Transaction, if Council determines to proceed with that transaction following its consideration of the responses received through the public notice process. The Key Terms of the Heads of Agreement endorsed by Council are included in **Confidential Attachment 3**.

The City engaged Cygnet West to provide commercial advice, Jackson McDonald to provide legal advice and Stantons to provide independent probity advice throughout the entire process.

DETAILS:

The Leederville Car Parks Major Land Transaction Business Plan (Business Plan) outlines the request for redevelopment proposals process undertaken to date and covers the following elements of the proposal as prescribed in S3.59 of the *Local Government Act*:

- expected effect on the provision of facilities and services by the local government and other persons providing facilities and services in the district;
- expected financial effect on the local government;
- expected effect on matters referred to in the local government's current plan prepared under S5.56 of the *Local Government Act*; and
- the ability of the local government to manage the undertaking or the performance of the transaction.

Hesperia Property Pty Ltd and the City held multiple negotiation meetings to draft the Heads of Agreement.

CONSULTATION/ADVERTISING:

State-wide public notice of the Business Plan, at **Appendix 1** and **2**, occurred from 26 July 2023 to 11 September 2023 and included the following:

- A copy of the Business Plan being published on the City's website with an accompanying Imagine Vincent Page, inviting comments on the Business Plan;
- A copy of the Business Plan being made available for inspection at the City's Administration Building;
- Public notice advertisement being placed in the West Australian newspaper on Friday 28 July and Saturday 19 August 2023, inviting comments on the Business Plan;
- Public notice advertisement being placed in the Perth Voice and Perth Now on 27 and 30 July 2023 respectively, inviting comments on the Business Plan;
- Notification of the proposed Business Plan on the City's website and social media;
- Notifications in monthly and business e-newsletters; and
- Hand delivery of notification post cards to attended businesses in the Leederville Town Centre.

The community consultation achieved the following level of engagement:

- The consultation was widely reported by local and Statewide media, with coverage in 6PR, ABC, Business News, The West, Perth Now and Perth Voice. The total media reach was just under 100,000.
- The City of Vincent's the social posts received a total of 5,298 views;
- The consultation webpage on the Imagine Vincent website was visited by 1,008 participants;
- The number of visitors who spent significant time looking through the proposal on the website was 384; and
- The documents were downloaded 314 times.

A total of 200 submissions were received during the public notice period.

At least 173 submissions indicated support for the proposal.

The main issues raised through the submissions where:

- Car parking should be increased further, raised in 12 submissions.
- Management of parking and access during construction, raised in 8 submissions.
- Overall car parking should not be increased; raised in 7 submissions.
- Concerns with the designs set out in the Proposed Concept and Vision, raised in 8 submissions.
- Concerns with the community benefits proposed, raised by 4 submissions
- Protection of retained trees and ensuring delivery of proposed landscaping outcome, raised in 6 submissions.

Each of these issues are considered in the Comments section below.

A summary of the submissions received and Administration's comment on all issues raised is included in **Attachment 4**.

LEGAL/POLICY:

The proposed transaction and disposition of property is governed by sections 3.58 and 3.59 of the *Local Government Act 1995*.

The proposal meets the threshold for a major land transaction under Section 3.59, which requires the preparation and public notice of a business plan. The business plan addressed the requirements of S3.59 of the LGA. Following public notice of the business plan, Section 3.59 provides that:

- (5) *After the last day for submissions, the local government is to consider any submissions made and may decide* to proceed with the undertaking or transaction as proposed or so that it is not significantly different from what was proposed.*

** Absolute majority required.*

- (6) *If the local government wishes to commence an undertaking or transaction that is significantly different from what was proposed it can only do so after it has complied with this section in respect of its new proposal.*

The business plan also addressed the requirements of S3.58 of the LGA by reason of its compliance with the Local Government (Function and General) Regulations, reg 30(2)(2a)(c). Following public notice of the business plan, Section 3.58 (3) (a) of the *Local Government Act 1995* provides:

A local government can dispose of property other than under subsection (2) if, before agreeing to dispose of the property —

*it gives local public notice of the proposed disposition —
...; and*

- (b) *it considers any submissions made to it before the date specified in the notice and, if its decision is made by the council or a committee, the decision and the reasons for it are recorded in the minutes of the meeting at which the decision was made.*

The Local Government (Functions and General) Regulations 1996 provide that:

- (2a) *A disposition of property is an exempt disposition if the property is disposed of within 6 months after it has been —*

...

- (c) *the subject of Statewide public notice under section 3.59(4) of the Act,
...; and*

- (iii) *the market value of the disposition as ascertained by a valuation carried out not more than 12 months before the proposed disposition.*

Statewide public notice was given on 26 July 2023 and the related market valuation was carried out on 2 April 2023 and so the disposition of the land must occur by 25 January 2024. The signing of the transaction documents by both parties would constitute the disposition of the land. If the transaction documents are not signed by 25 January 2024 then the City would not need to carry out a fresh process under Section 3.58(3) of the LGA before it could sign the transaction documents. It may also be necessary to update the valuations if the signing of the transaction documents does not occur before 1 April 2024.

The City of Vincent Parking Local Law only applies to a parking station on private land if the City and the owner of the parking station have agreed in writing that this local law is to apply to that parking station.

RISK MANAGEMENT IMPLICATIONS

Medium: It is medium risk for Council to approve the major land transaction and authorise the creation of a temporary public car parks on private land as there is a risk that failure to adequately manage the project could have a negative impact on the community and City's finances. This risk is already controlled through the:

- Robust proponent selection process, resulting in an experienced and reliable proponent being selected to deliver the project;
- Agreed terms set out in the Heads of Agreement, which manage potential risks;
- Strong financial processes in place, including the modelling and stress testing undertaken as part of the development of the business plan and temporary car park assessment;
- Competent and experienced finance, parking, place, assets and communications teams working closely with the project manager;
- Experienced expert property, development and legal advisors;
- Strong working relationship, communication and collaboration with the proponent;
- Strong relationships, communication and collaboration with local businesses and Leederville Connect;
- Strong, open and transparent communications with Council; and
- Adhering to the City's project management methodology.

The following risk management actions that would be required if Council determined to proceed with the major land transaction:

- In line with the Business Plan, allocate new funding (\$100,000) and FTE for a dedicated project manager for this project;
- Budget for continued property and legal advice;
- Update the financial model throughout the project as timeframes and temporary parking details are determined;
- Progress and finalise negotiations with landowners regarding temporary parking solutions during construction;
- Develop and implement a Community Engagement Plan;
- Develop a Town Centre wide Access and Parking Management Plan, including business communication, data collection and education, in consultation with the community;
- Adjust the wayfinding signage to include this project; and
- Adjust the Leederville Town Centre Precinct Parking Plan to include this project.

With the above mitigations, the risk is acceptable given the significant positive outcomes of the project for the Leederville Town Centre.

If approved by Council, this risk will be added to the Corporate Risk Register for regular consideration by Executive, the Audit Committee and Council.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Enhanced Environment

We have minimised our impact on the environment.

Accessible City

*We have better integrated all modes of transport and increased services through the City.
We have embraced emerging transport technologies.*

Thriving Places

*Our town centres and gathering spaces are safe, easy to use and attractive places where pedestrians have priority.
We encourage innovation in business, social enterprise and imaginative uses of space, both public and private.
Efficiently managed and maintained City assets in the public realm.*

Sensitive Design

*Our built form is attractive and diverse, in line with our growing and changing community.
Our planning framework supports quality design, sustainable urban built form and is responsive to our community and local context.
More people living in and working in or enjoying our town centres.*

Innovative and Accountable

*We deliver our services, projects and programs in the most inclusive, efficient, effective and sustainable way possible.
We engage with our community so they are involved in what we are doing and how we are meeting our goals.
Our decision-making process is consistent and transparent, and decisions are aligned to our strategic direction.
We embrace good ideas or innovative approaches to our work to get better outcomes for Vincent and our community.*

SUSTAINABILITY IMPLICATIONS:

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

*Sustainable Energy Use/Greenhouse Gas Emission Reduction
Sustainable Transport*

PUBLIC HEALTH IMPLICATIONS:

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

Increased physical activity

FINANCIAL/BUDGET IMPLICATIONS:

The financial implications of the proposal are detailed in the Business Plan.

The estimated cost of constructing the proposed Newcastle Street Car Park and providing signage in the Oxford Street SIDE Carpark is \$500,000. It is proposed that these works be funded through the City's Cash-in-Lieu of Car Park Reserve, which currently holds approximately \$1.2 million. The costs and revenue of this car park have been modelled by the finance team and indicate that the revenue from the car park would cover the costs of the construction and signage within 12 months of opening. It is recommended that the funding of these projects and the likely revenue be considered as part of the Mid Year and 2023/24 Budget.

It is recommended that \$50,000 (\$100,000 per annum) be included in the Mid Year Budget review, in line with the Business Plan, to commence funding of a dedicated project manager to oversee the implementation of this project.

It is recommended that \$250,000 be included in the Mid Year Budget for property and legal advice to finalise the transaction documents and advise on the implementation of the project.

COMMENTS:

The main issues raised through the submissions are discussed below:

Parking during construction

During construction, Hesperia would be required to ensure that a minimum of 262 parking bays are available for the public at all times, which represents a reduction of 152 public parking bays in the Town Centre during construction. It is anticipated that there would be a reduction in public parking on the land for approximately three to five years.

It is recognised that the high demand for parking during the day post construction and the reduction in parking during construction would impact on local businesses and that creative solutions need to be found to these issues. A number of submissions raised these concerns.

Administration has engaged with a number of owners in the Town Centre in order to create temporary car parks that can be brought on line during construction to offset the car parking lost during this period.

Administration has met with and written to the Water Corporation and the owners of 40 Frame Court regarding the site at 629 Newcastle Street and parking to the rear of 40 Frame Court seeking support to negotiate the creation of a temporary 150 bay public car park on this site. Council could fund the construction of this car park through its Cash-in-Lieu of Car Parking Reserve and recoup these costs through car parking fees.

On the eastern side of Oxford Street, the City of Vincent already has a licence with the Minister for Education allowing the 120 car park on the northern and eastern side of the School of Isolated and Distance Learning (SIDE) to be made available to the public after 4:00pm and on weekends. Administration has met with SIDE to discuss formalising this arrangement so that the City managed parking after hours and the space is formally designated and sign posted as a public car park.

Attachment 5 shows the location of the proposed temporary public car parks.

Whether these sites remained as public car parks beyond the construction phase would depend on a traffic assessment of their impact (for business hours car parks), the level of demand that the car parks have once the multistorey car parks are established and the discretion of the owners.

Proposed parking

The major land transaction would require Hesperia to deliver a minimum of 484 public car park bays on land that currently provides 464 public parking bays. In addition, Hesperia would be required to make the car parking bays associated with the proposed office development available to the public after 5:30pm and on weekends. It is anticipated that there would be approximately 148 office car parking bays, which would bring the total number of bays to 632 outside of business hours, compared to the 464 currently in place on the land. It is anticipated that there would continue to be a shortage of parking during office hours, but an increase in parking availability after hours and on weekends.

A number of submissions argued that additional parking should be provided in the Town Centre permanently, in recognition of the shortage of car parking currently, other submissions argued that overall parking should not increase due to traffic congestion issues and instead that all day staff parking should be managed differently to improve usage.

The amount of parking provided in the Town Centre needs to be balanced against the capacity of the surrounding road network. All of the adjoining Loftus Street intersections are at or over capacity and a significant increase to parking during business hours would add to this issue and would not be supported.

There is currently a high level of all day office worker parking in the Town Centre during business hours. Vincent will look to manage this all day parking differently post construction to ensure the additional retail, food and beverage demand can be accommodated during business hours. This may involve changing restrictions, availability and pricing on all day parking and developing programs to encourage local office workers to utilise alternative forms of transport, rather than driving and parking all day.

Management of parking and access during and post construction

The management of the available parking and access to businesses was also raised as an essential issue during the consultation period.

It is recommended that a Town Centre wide access and parking management plan be developed for the construction period and beyond.

It is proposed that digital parking signage be provided on Oxford Street, Newcastle Street and Leederville Parade directing traffic to available parking bays. It is proposed that this signage be funded from the cash-in-lieu of car parking reserve.

Vincent is currently planning pedestrian and cyclist wayfinding signage, scheduled for delivery in 2024, and this would be adapted by the plan while development occurs on each of the car park sites in turn and on completion of each development.

The Leederville Town Centre Precinct Parking Plan is also being developed this financial year and would also be adapted for the construction period and beyond to ensure the most appropriate parking restrictions were in place for each stage of the development.

A significant communications and education program regarding business, parking and access continuity is also proposed. This would include programs to encourage local office workers to utilise alternative forms of transport, rather than drive and park all day.

Vincent would collect parking and spend data before, during and after construction so that adjustments can be made to maximise access and visitation at each stage of the development.

Concerns with the designs set out in the proposed Concept and Vision

A number of submissions commented on the design of the buildings proposed in Hesperia's Proposed Concept and Vision.

The proposed buildings are highly conceptual at this stage. If the major land transaction is progressed, the next step would be for Hesperia to identify a tenant for each of the proposed buildings before commencing a process to design the proposed building for that tenant.

The proposed major land transaction requires Hesperia to consider a design competition that the City's Design Review Panel would be involved in.

The building would then be required to go through the development application process. The buildings would be assessed against the requirements of the Leederville Precinct Structure Plan and the City's Built Form Policy. The process would involve early community engagement, consideration by the City's Design Review Panel, formal community consultation and determination by the Development Assessment Panel. Height, connectivity along the eastern side of The Avenue South site through to the train station, impacts on wind, colours and materials would all be considered as part of this process.

Concerns with the community benefits proposed

A number of submitters raised concern with or proposed additional community benefits to those set out in Hesperia's Proposed Concept and Vision. These proposed community benefits are only conceptual at this stage and do not include all of the community benefits that are required by the draft Leederville Precinct Structure Plan. The proposed major land transaction would require Hesperia deliver the following community benefits as a starting point:

- 5 star Green Star be achieved plus a targeted net zero carbon approach through 80 percent diversion from landfill and net zero build;
- Tree retention and mature tree planting in deep soil zone in accordance with the community benefit requirements set out in the draft Leederville Precinct Structure Plan; and
- 1,275 square metres of community floor space in the Frame Court Car Park building, to be owned by the City of Vincent. The detail of the community spaces would be determined through subsequent stages of the process and in consultation with the community.

The remaining community benefits required in order for the additional height proposed to be approved, would be determined through the development application process in accordance with the Leederville Precinct Structure Plan. The final community benefits would be subject to consultation with the community, prior to determination.

Protection of retained trees and ensuring delivery of proposed landscaping outcome

A number of submissions stressed the importance of protecting the trees that are proposed to be retained and ensuring the proposed landscaping was delivered.

The proposed major land transaction requires that Hesperia provide double the amount of trees than is required by the State Government's Residential Design Codes. Hesperia has proposed 163 additional trees in total, including 63 on structure and 100 in the ground surrounding the development. The 100 trees proposed at ground level are approximately double the number of trees that would need to be removed as part of the Proposed Concept and Vision.

The requirement to retain certain trees, plant and maintain landscaping would form part of any development approval for the site. The additional tree planting is proposed as one of the community benefits required in order for the additional height proposed to be approved and also forms part of the proposed major land transaction requirements. This gives a high level of certainty that the landscaping outcome proposed would be delivered.

Hesperia would also be required to maintain the landscaping and demonstrate its viability before handing the responsibility over to the City of Vincent to manage.

Benefits to Leederville Town Centre

This project would deliver significant investment into the Leederville Town Centre over the next decade.

It is in line with Council's endorsed strategic vision and planning for the Town Centre and these two landholdings which have been developed in close consultation with the community over the past 15 years.

This proposal would turn this vision into a reality.

It would make Leederville Perth's most successful transit-oriented development.

The community and local businesses are supportive of high quality, well-designed mixed-use development which complements the character and existing fabric of Oxford Street.

The delivery of new accommodation, commercial floorspace, community uses and activation would see far reaching benefits throughout the community and ensure a more sustainable Town Centre into the future.

The investment and focus on the Leederville Town Centre creates an opportunity for significant private and State Government investment into Leederville.

It is recommended that the City promote and advocate for the opportunities the redevelopment creates, including the opportunity to upgrade the Leederville Train Station, extend the CAT bus system to Leederville and improve its public spaces and local roads.



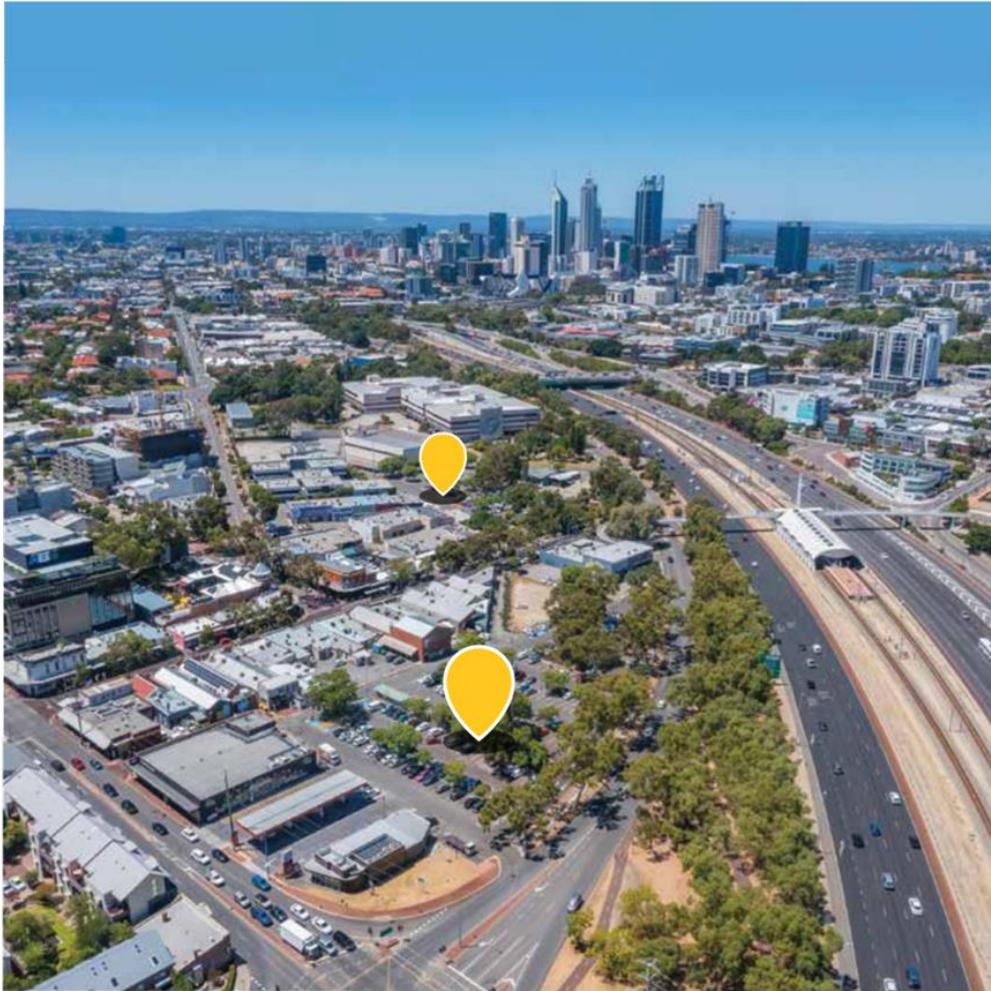
 CITY OF VINCENT

BUSINESS PLAN MAJOR LAND TRANSACTION

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1 The Avenue, Leederville | 62 Frame Court, Leederville

Pursuant to section 3.59 of the Local Government Act 1995



SUBMISSIONS

The City of Vincent invites submissions on this Business Plan for the City's proposal to commence the major land transaction at 1 The Avenue and 62 Frame Court, Leederville.

The City proposes to undertake a Major Land Transaction, to facilitate disposal of three land parcels, owned by the City in freehold. The three land parcels are proposed to be disposed of by way of a sale to Hesperia Property Pty Ltd and its related entities (Hesperia) as are described in the part of this business plan titled "Summary of Major Land Transaction and Disposals of Property".

Title information for the land out of which the three land parcels will be created is set out below:

AVENUE CAR PARK LAND			
Lot	Plan	Landgate Area m ²	CT Vol / Fol
33	53031	1,214	1696/605
1	63619	1,135	2724/679
8	880	374	1218/28
9	880	374	1218/28
10	880	301	1053/306
25	24301	1,755	1246/990
217	27936	640	2215/301
301	31811	1,455	2128/547
34	53032	386	1794/602
36	61931	1,606	1833/196
		9,240	

FRAME CAR PARK LAND			
Lot	Plan	Landgate Area m ²	CT Vol / Fol
27	450	2,453	1079/117

In accordance with section 3.59 of the Local Government Act 1995, the City is required to prepare a Business Plan in relation to the transaction and give state-wide public notice of the transaction proposal.

The community is invited to make submissions in relation to the transaction to the City's Executive Director Strategy & Development, John Corbellini.

Submissions can be made via the following methods:

Mail: PO Box 82, Leederville, 6902

Email: mail@vincent.wa.gov.au

In person: 244 Vincent Street (corner Loftus Street) Leederville

Copies of the Business Plan are available from:
City of Vincent Administration Building: 244 Vincent Street (corner Loftus Street) Leederville
 City of Vincent Website: vincent.wa.gov.au

Closing date for submissions is
5pm, 11 September 2023.



PURPOSE

The City of Vincent's Leederville Precinct Structure Plan (LPSP), as adopted by Council, sets the following key vision for Leederville to be:

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

The Leederville 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 have gentrified over time, Leederville has retained a distinctive 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.

Leederville is identified as a Secondary Centre in accordance with the Western Australian Planning Commission's (WAPC) State Planning Policy 4.2 – Activity Centres (SPP 4.2). SPP 4.2 describes the main role and typical attributes of a Secondary Centre:

"Secondary centres with a rail station should be a focus for medium and high-density housing, employment growth and diversity of land uses."

The typical urban form within the centre is described by SPP 4.2:

"Medium and high-density urban area within the centre core characterised by mid to high-rise buildings that provide contiguous, activated and pedestrian-friendly street frontages and public spaces."

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.

Local strategic planning documents recognise the need for Leederville to support growth, with high density residential development being focused on proximity to train stations and along high frequency bus routes.

Leederville is specifically identified for redevelopment as a Secondary Centre through a Precinct Structure Plan.

In accordance with SPP 4.2, the City has prepared the LPSP which will replace the Leederville Masterplan and guide future development within the locality.

Prior to being drafted, the LPSP was subject to significant research and public consultation through the 'Design Leederville' community consultation campaign in late 2019.

At its meeting on 14 September 2021, Council recommended that the WAPC approve the LPSP subject to modifications.

Under the LPSP The Avenue and Frame Court car parks would be zoned Mixed Use R-ACO and are earmarked as Key Development Sites.

Following adoption of the LPSP by Council the City of Vincent commenced a redevelopment proposals process for the City's two major landholdings in Leederville, the Frame Court and The Avenue car park land, so that these landholdings align and deliver on the vision of the LPSP.

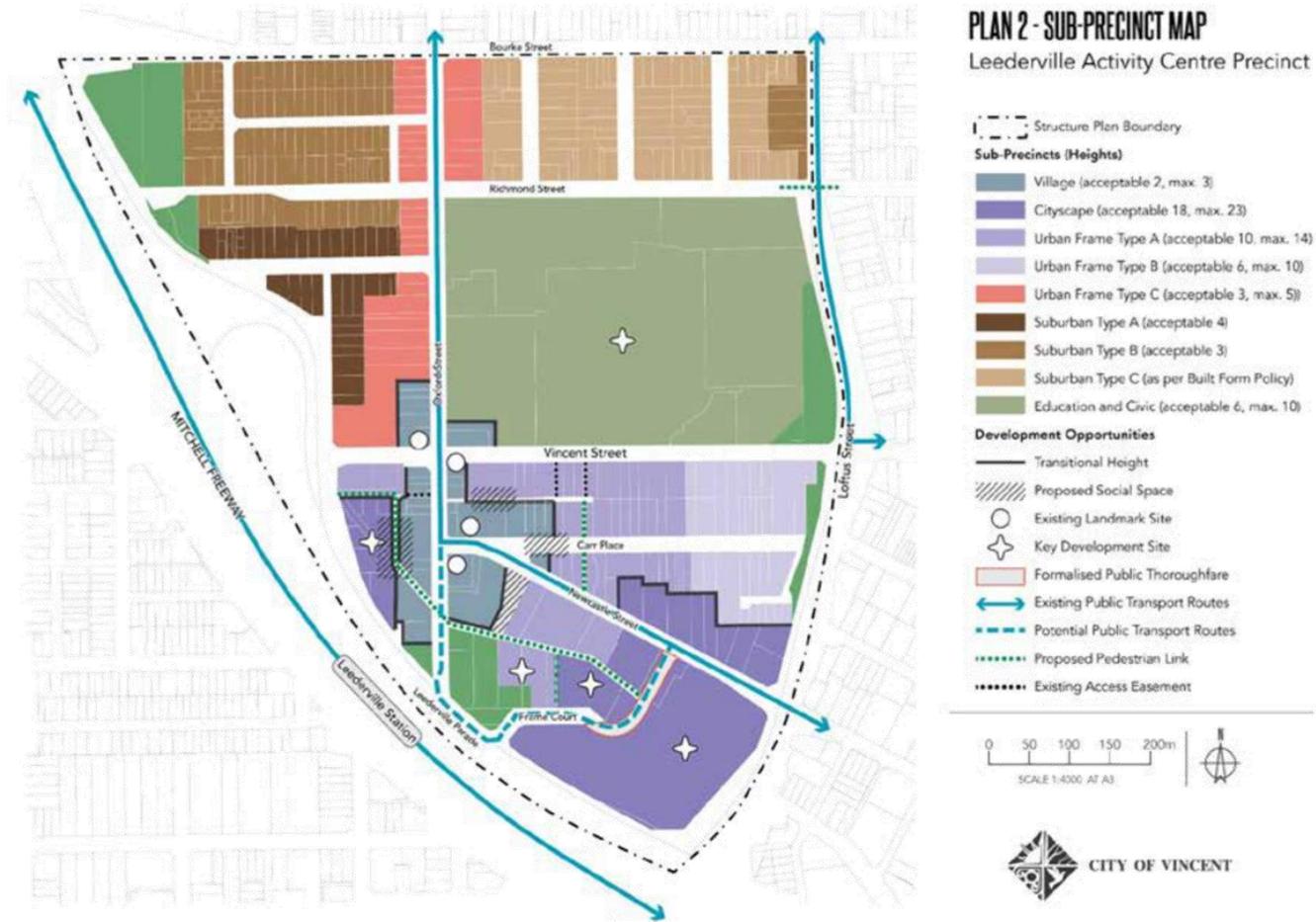


SITE OVERVIEW



The primary documents associated with the Frame Court and The Avenue car park sites in relation to the local planning framework comprise of the following:

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Local Planning Scheme No. 2 (LPS2)
- Residential Design Codes
- City's Policy No. 7.7.1 – Built Form
- Leederville Masterplan
- Leederville Precinct Structure Plan





The Avenue Car Park

Local Planning Scheme: Zoning – Regional Centre

Leederville Precinct Structure Plan: Zoning – Mixed Use R-AC0

The site is situated within the Cityscape precinct, which is described under the LPSP as:

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

This identifies an acceptable height standard of 18 storeys, which could increase to a maximum height of 23 storeys subject to bonus criteria being met through community benefit.

Frame Court Car Park

Local Planning Scheme: Zoning – Regional Centre

Leederville Precinct Structure Plan: Zoning – Mixed Use R-AC0

The site is situated within the Urban Frame Type A precinct, which is described under the LPSP as:

- A mixed use area.
- Carefully designed to avoid impacts on existing neighbours.
- An attractive and safe entry point to the core of Leederville for pedestrian, cyclists and vehicles.
- Well-landscaped with lots of shade, green spaces and places to relax.

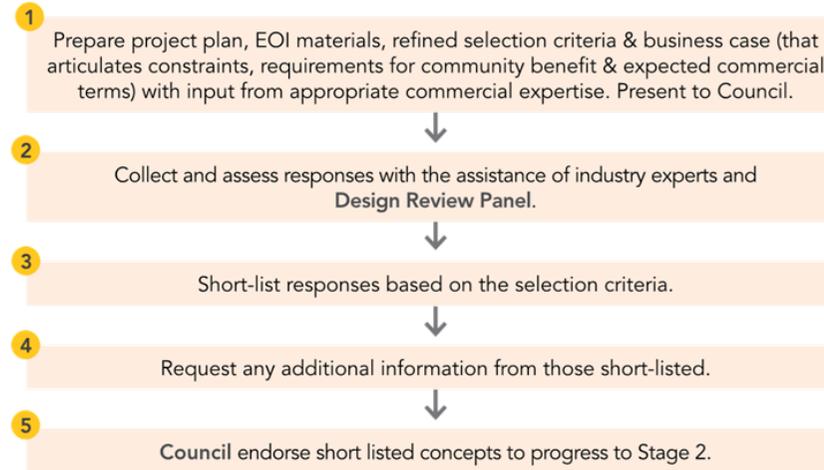
This identifies an acceptable height standard of 10 storeys, which could increase to a maximum height of 14 storeys subject to bonus criteria being met through community benefit.

PROCESS BACKGROUND

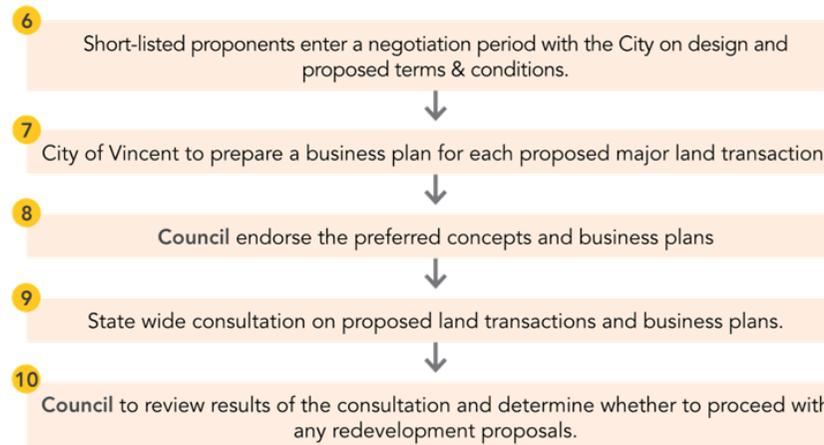
At its Meeting on 14 December 2021, Council approved the Chief Executive Officer to commence an expression of interest process for the redevelopment of the City’s major landholdings in Leederville, being The Avenue car park and Frame Court car park.

At its Meeting on 21 June 2022, Council approved the redevelopment proposals process, as outlined here:

STAGE 1



STAGE 2





At its Meeting on 21 June 2022, Council also approved the selection criteria to be used for the process, as outlined below:

Non-Weighted Compliance Selection Criteria

The following non weighted criteria is essential for the full assessment of Proponents Submissions, a failure to address the key commercial terms would result in disqualification of the Proponents Request for Proposals.

NON-WEIGHTED COMPLIANCE CRITERIA – COMMERCIAL TERMS		
CRITERIA	COMPLETED Y/N	Proponents to reference the criteria response location in their submission, i.e., pages or section numbers
Provide a minimum of 400 public parking bays across one or both sites with 10% of car parking bays to provide easy access for mobility impaired and provide short term access.	Yes / No	
Public car park design concept, proposed ownership and tenure structure, lease and or management agreement draft principles, operational management plan, and in the event of a lease or management agreement, a parking fee schedule and operating expenditure plan, and 10-year operational cashflow.	Yes / No	
Indicative commercial terms to outline the proposed transaction arrangement (e.g., buy, lease, trade or enter joint venture with CoV).	Yes / No	

PROJECT VISION AND DESIGN PRINCIPLES (50% WEIGHTING)		
CRITERIA	COMPLETED Y/N	Proponents to reference the criteria response location in their submission, i.e., pages or section numbers
<p>1. Context and Character</p> <ul style="list-style-type: none"> • Developer understanding of the distinctive character of the Leederville precinct and how a new development would integrate, celebrate, and speak to the character of Leederville. • Effective interface with adjacent heritage and character buildings including the YMCA HQ adjacent to the Frame Court site. 	Yes / No	
<p>2. Landscape Quality</p> <ul style="list-style-type: none"> • Removal of mature trees and planting within the site must be replaced with mature trees and planting within the development site. • Consideration of Water Corporation drain on both sites as a key access route and potential walking trail. Achieved through built form design and delivery infrastructure considerations including maintenance access, and a celebration of the former seasonal freshwater stream. • Active interface with the area zoned Public Open Space within the Leederville Precinct Structure Plan, adjacent to Site 2. 	Yes / No	
<p>3. Built Form & Scale</p> <ul style="list-style-type: none"> • Quality of the proposed ground floor interface and its contribution to the experience of the precinct. Includes streetscape and landscape design, cultural infrastructure, and the delivery of active public spaces, both linear (laneways) and open (plazas). • Architectural aspirations, design approach and strategies to achieve design excellence (including design review by the City's panel). • Conceptual designs illustrating the project and vision inclusive of plan views, sections, elevations, height, and massing in perspectives. 	Yes / No	
<p>4. Functionality and Build Quality</p> <ul style="list-style-type: none"> • Commitment to innovation, which may include energy and water sourcing, built form and design, community, social and economic outcomes. 	Yes / No	
<p>5. Sustainability</p> <ul style="list-style-type: none"> • Approach to sustainable development to outline key environmentally sustainable design initiatives that will be included. Achievement of minimum Green Building Council of Australia 5 Green Star Certificate. 	Yes / No	

PROJECT VISION AND DESIGN PRINCIPLES (50% WEIGHTING)		
<p>6. Amenity</p> <ul style="list-style-type: none"> • Design, accommodate and demonstrate economic activation towards the improvement of the daytime and evening economy of the precinct. • Demonstrated diversity in product mix and pricing targeted to meet a wide variety of household demographics. 	<p>Yes / No</p>	
<p>7. Legibility</p> <ul style="list-style-type: none"> • Provision of a pedestrian link along 1) the eastern side of the Leederville Parade site, to integrate with existing Oxford Street built form and 2) along the eastern side of the Frame Court site, to integrate with adjacent site. • Prioritise access and connectivity to public transport (particularly Leederville train station) and active transport modes. • Understanding of existing and subsequent traffic issues; access and circulation, with a project design that delivers appropriate mitigation strategies. 	<p>Yes / No</p>	



DEVELOPMENT PROPOSAL (30% WEIGHTING)		
CRITERIA	COMPLETED Y/N	Proponents to reference the criteria response location in their submission, i.e., pages or section numbers
1. Approach to land assembly to address amalgamation, subdivision, and issue of Title(s) for each site	Yes / No	
2. Statutory planning and development programme, and if applicable staging concepts and programme, inclusive of a public car parking strategy ensuring reasonable public carparking is retained throughout the planning and development process.	Yes / No	
3. Proposed development mix in schedule form for each site, setting out the various uses by product typology, floor areas and parking ratios.	Yes / No	
4. Anticipated construction and operational employment generation.	Yes / No	

FINANCIAL CAPACITY AND TRACK RECORD (20% WEIGHTING)		
CRITERIA	COMPLETED Y/N	Proponents to reference the criteria response location in their submission, i.e., pages or section numbers
1. Proponent contact details – Table 1 provided below	Yes / No	
2. Proponent corporate structure	Yes / No	
3. Proponent business and company profile	Yes / No	
4. Demonstrated: <ul style="list-style-type: none"> Financial capacity; Capability and experience in delivering similar scale projects; and Capacity to deliver the proposed development, including details of other projects, current and planned for year 2023 – 2025. 	Yes / No	



Eight submissions were received throughout the stage one advertising period from 27 June to 8 August 2022.

An evaluation panel was convened to assess the submissions. The evaluation panel who assessed the submissions comprised of six voting members including:

- One representative from DevelopmentWA who has significant experience in assessing submissions of a similar nature and scale;
- Two representatives from the City's Design Review Panel who have extensive design and built form expertise; and
- Three representatives from Administration who have the appropriate land, legal and planning knowledge and skills.

The evaluation panel was advised by an external independent probity advisor, external commercial advisors and Administration's Coordinator Procurement and Contracts.

The evaluation panel shortlisted three submissions who received the highest score against the selection criteria.

At its Meeting on 18 October 2022, Council endorsed the three submissions for progression to stage two of the redevelopment proposals process. At this Meeting, Council requested the Chief Executive Officer present a report to Council to determine the additional information required from the shortlisted proposals.

The draft Stage 2 Request for Further Information was work shopped with Council Members at the Council Workshop on 29 November 2022. The Stage 2 Request for Further Information was retitled Stage 2 Request for Detailed Proposals and was updated following the feedback received from Council Members.

At its Meeting on 13 December 2022, Council approved the Stage 2 Request for Detailed Proposals materials, as outlined here for the second stage of the redevelopment proposals process.

Stage 2 Request for Detailed Proposal

Car Park

- Outline if and when the public car bays would be available to the general public (i.e. Owned or controlled by the City of Vincent and provided 24 hours a day, 7 days per week at casual rates or another option)“.
- Confirmation of the total number of public car bays to be delivered at both public carparks proposed for The Avenue and Frame Court sites.
- Provision of a market valuation of any public car parking facilities built and returned (specifying in what form e.g. retained, or returned by way of lease or freehold transfer) to the City of Vincent using a discounted cash flow basis, with supporting valuation, inclusive of relevant market evidence, rationale, input assumptions and valuation calculations that include a 10-year discounted cashflow approach with an appropriate terminal value and including all maintenance and operating cash outflows associated with its operation.
- Provide an order of magnitude cost including life of asset maintenance plan for the public car parks prepared by a reputable and experienced quantity surveyor.
- Confirmation of the basis of fee simple title of the public car parks to be returned to the City at both The Avenue and Frame Court sites, for example will the car parks be returned as:
 - Freehold (Green Title) Subdivision;
 - Freehold (Survey Strata) Subdivision; or
 - Freehold (Community Title) Subdivision.
- Confirmation of what lettable, civic (public amenities) or community spaces will be returned to the City in freehold title. Confirmation that these spaces will be collocated with the public car parks and in the same title. If not, a project concept plan illustrating the siting and scale of each facility.
- Confirmation that public car parks will be returned to City fit for operation with specification agreed with the City including but not limited to a fully integrated parking management system, security and CCTV technology, lighting and power, appropriate vertical transportation and ventilation.
- Staging plan that outlines 200 public car bays maintained throughout the development schedule.
- Outline of the form and specification of the public car parks to be returned to the City. To this end, provide conceptual public car park plans and floor by floor design illustrating the built and operating specifications of the public car parks with confirmation of adaptable design/re-use provisions including design considerations for in ground services and structural and operational compliance to National Construction Codes, with alignment to the City's Asset Management Sustainability Strategy.
- For completeness and for the avoidance of doubt, in relation to the number of public car bays, specify the number of ground floor parking bays within each facility or within the subject land, with a separate breakdown between The Avenue and Frame Court land parcels.

Development Proposal

- Confirmation of the proposed development built form delivery outcomes for both sites including estimated building area for each land use within each site.
- Confirmation of all public spaces, plazas, laneways, accessways and any other areas to be retained/returned (ceded) back to the City as public realm.
- Confirmation of, where public / shared spaces are created in "Common Property", relevant strata/community title management statements will retain obligation and responsibility for perpetual maintenance, repair and upgrade, with alignment to the City's Asset Management Sustainability Strategy.
- Framework outlining responsibility for undertaking of land amalgamation requirements, inclusive of a high level work breakdown structure and where appropriate a quantity surveyor cost plan, together with confirmation of which party is to deliver and to pay for each item, for example but not limited to:
 - Land amalgamation;
 - Land subdivision;
 - Statutory planning including MRS Amendment(s);
 - Servicing authority consultation;
 - Identification and removal of redundant services;
 - Services upgrades and associated headworks charges on subdivision;
 - Water Corporation main drain design and upgrade consultation, management thereof and delivery to satisfaction of the Water Corporation;
 - Consultant costs to support the above process and delivery requirements;
 - Existing lease or other interests in land, identification, management, relocation and renegotiation, and where relevant cost and compensation thereof;
 - Development and management of public spaces, plazas, laneways and accessway; and
 - Requisite road, drainage and accessway upgrades.
- Following from the above, provision of a program and work breakdown structure that details the roles and responsibilities of the City and developer, which also then ties into the Commercial Terms.

Leederville Precinct Structure Plan

Proposals must show complete alignment with the provisions outlined in the Leederville Precinct Structure Plan.

- Summary of dwelling diversity, as per Leederville Precinct Structure Plan.
- Provision of future adaptation allowance, outlined through minimum 3.5m floor to ceiling height, as per Leederville Precinct Structure Plan.
- Provision of landscaping including deep soil areas, as per Leederville Precinct Structure Plan.
- Built form design aligned with building and podium height restrictions, as per the Leederville Precinct Structure Plan.
- Summary of car parking provision within the required provisions for residential (resident and visitor) and all non-residential land uses, as per Leederville Precinct Structure Plan.
- Plan that shows high quality built form that creates an effective relationship with Oxford Street and YMCA building through appropriate setbacks, to ensure transition to the Village sub-precinct along Oxford Street and heritage listed YMCA building.
- Plan that shows active uses with the newly created public open space at the Frame Court site. Through 6.1 Development Incentives for Community Benefit of the Leederville Precinct Structure Plan, Additional Criteria #9 and/or #14 can be achieved through the design and redevelopment of the new public open space in conjunction with Oxford Street Reserve and Leederville Skate Park, as per the City's key objectives and requirements.

Commercial Terms

- Outline all equity and debt partners participating in the bid and their proposed respective share of the equity in the project.
- Outline of how funding of the development will be procured, including at a minimum, funding for:
 - Land amalgamations/servicing costs;
 - Land acquisition funding; and
 - Construction funding for the balance of the project.
- To enable the City to assess the net present value of commercial terms, the City requires:
 - Outline of the deal structure for the acquisition of The Avenue and Frame Court land in schedule and project timeline format (see below).
 - Within the deal structure outline of the consideration to the City by way of:
 - The 'as if complete' market value of the public car parks returned to the City;
 - The construction cost of the public car parks returned to the City with quantity surveyor Cost Plan – Order of Magnitude;
 - Other consideration, deemed or actual, in respect to land assembly; and
 - Other cash payments/consideration for the City's land.
 - Provision of a payment and delivery schedule in line with the anticipated program and work breakdown structure provided under Development Proposal (above).

Shortlisted proponents were invited to submit detailed proposals from 14 December 2022 to 28 February 2023.

The evaluation panel recommended that the preferred proponent's proposal (Hesperia's) be progressed, for the following reasons:

- Compliance with the submission requirements;
- Addressed all essential, non-weighted selection criteria and key commercial terms;
- Addressed all Stage 2 Request for Detailed Proposals items; and
- Ranked highest in the evaluation panel's assessment of the qualitative selection criteria.

At its Meeting on 9 May 2023, Council endorsed Hesperia as the preferred proponent and requested the Chief Executive Officer progress the development of a Heads of Agreement with Hesperia in relation to their proposal.

At this same Meeting, Council requested the Chief Executive Officer prepare a Business Plan under section 3.59 of the Local Government Act 1995 in relation to the major land transactions relating to Hesperia's proposal.

At its Meeting on 25 July 2023, Council approved the Business Plan as per this document for state-wide consultation.



EXPECTED EFFECT ON MATTERS REFERRED TO IN THE LOCAL GOVERNMENT'S CURRENT PLAN

The major land transaction meets the objectives of Leederville, as aligned with the priorities of the City's Strategic Community Plan.

The City's Corporate Business Plan 2023/24 – 2026/27 (Plan) outlines a list of strategic projects for the duration of this Plan. Pursuant to the Project Management Framework adopted by the City, strategic projects are projects that generally have three or more of the following attributes:

- High priority
- Exceeding 12 months in duration
- Introduces significant risk, change and significant benefit
- High profile or significant community impact or interest (in line with Community Engagement Framework)
- Requires three or more full-time equivalent across divisional team
- More than \$250,000 budget

This project is titled *Leederville Carpark Redevelopment* and is the second strategic project listed. Described as Redevelopment of The Avenue and Frame Court carparks; this project sits under all Strategic Community Plan priorities. Implementing this project will work towards the City progressing all priorities within the Strategic Community Plan.



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 & HEALTHY 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

Thriving Places 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 identify 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.



EXPECTED EFFECT ON THE PROVISION OF FACILITIES AND SERVICES BY THE LOCAL GOVERNMENT & OTHER PERSONS PROVIDING FACILITIES AND SERVICES IN THE DISTRICT

Land Disposal

The lots that currently comprise The Avenue and Frame Court car parks are proposed to be subdivided by Hesperia at Hesperia's cost into the following configuration. The final land areas will be subject to final design and survey.

The Avenue



- Lot #1 adjacent is referred to as The Avenue North and is proposed to be sold to Hesperia. (4,326sqm approximately)
- Lot #2 adjacent is referred to as The Avenue South and is proposed to be sold to Hesperia. (2,508sqm approximately)
- Lot #3 adjacent is to be used as road reserve, to remain in the ownership of the City of Vincent or to be vested as Crown Land. (2,079sqm approximately)
- The balance of Lot #1 and #33 (at the top of the image adjacent) is proposed to remain in the ownership of the City of Vincent. (179sqm approximately)

Buyers

There would be three buyers of each parcel of land being sold as outlined below:

- The Frame Court Development land buyer is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the FC Asset Trust.
- The Avenue North land buyer is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the AN Asset Trust.
- The Avenue South land buyer is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the AS Asset Trust.

Hesperia Property Pty Ltd ACN 641 894 340 would be appointed as the Master Developer responsible for stepping in if any buyer does not complete its obligations on the site, pursuant to the transaction documents. Hesperia Property Pty Ltd would be required to step in to remedy a default of a buyer and be granted the right to purchase the property of the defaulting buyer, provided that any incoming party would be bound and become a party to the relevant transaction documents.

Security

- To secure the performance of each individual buyer, that individual buyer will deliver to the City at signing of each lot a parent company guarantee and indemnity on standard terms to be provided by Hesperia Property Pty Ltd or other Hesperia related entities, to the City's satisfaction.
- At settlement of The Avenue North site a restrictive covenant will be created under section 129BA of the Transfer of Land Act and registered at Landgate providing the following:
 - All development must include a car park containing not less than 217 bays.
 - The car park may only be used for purposes of a public car park for 40 years.
 - Prohibiting aggressive behaviours by the car park operator, such as wheel clamping.
 - Prohibiting the charging of different fees to customers visiting different tenancies.
 - Prescribing the hours during which the car park must remain open.
- The Avenue South lot buyer will pay the City a cash consideration of \$10 million plus any applicable GST. This is payable on the earlier of:
 - Settlement; and
 - 31 July 2029.

- The cash consideration will from 31 October 2028 and on the first day of every quarter, thereafter, increase by CPI until the cash consideration is paid. The Frame Court buyer will provide a guarantee and indemnity in relation to the payment of the cash consideration by The Avenue South buyer on the due date.
- From site possession, if Frame Court or The Avenue North is delayed beyond 30 months or The Avenue South is delayed beyond 36 months, at Hesperia's fault, the buyer will be required to pay the City a daily amount until practical completion is achieved. The daily amount is an amount equal to 1/365 of the estimated annual rates and taxes that the City would be entitled to charge as if that part of the overall development was completed minus the rates and taxes that Hesperia is paying the City at the time. The compensation amount will be capped.
- Relating to the Frame Court Car Park site development, a bank guarantee in the amount of \$4,500,000 will be provided to the City. The bank guarantee will reduce to \$1 million when the car park to be constructed on the Frame Court Car Park site is certified to be at 50% completion. The bank guarantee will be returned on practical completion of the car park.



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Proposal Overview

The proposal by Hesperia for the redevelopment of The Avenue and Frame Court, Leederville is outlined in Appendix 1. This includes a visual representation of the facilities and services provided as summarised below:

- 484 public car parking bays available to the public 24 hours a day, 7 days a week, unless approved otherwise by the City.
- An additional estimated 148 public car parking bays, available to the public on weekends and between 5:30pm and midnight on weekdays, unless approved otherwise by the City.
- A minimum of 262 public car parking bays available to the public 24 hours a day 7 days per week during the course of development of the land, unless approved otherwise by the City. The City and Hesperia will use their best endeavours to keep any existing parking bays situated available to be used by the public for as long as possible throughout construction.
- 5 Star Green Star achieved plus a targeted net zero carbon approach through 80% diversion from landfill and net zero build.
- Consideration of a design competition process that the City's representatives would be involved in.

The Avenue Site – Overall

- Retail uses on the ground floor fronting the proposed Little Oxford Lane and both northern and southern side of the Community Plaza.
- 16 public bays in the Community Plaza to be available to the public 24 hours a day, 7 days a week, unless approved otherwise by the City.
- The delivery of a laneway along the eastern side of The Avenue site between The Avenue and the Water Corporation easement called Little Oxford Lane (this would contribute towards Development Incentives for Community Benefit under the Leederville Precinct Structure Plan).
- The delivery of an approximately 2,079 square metre Community Plaza between The Avenue North and South sites that sits within road reserve dedicated with and managed by the City (this would contribute towards Development Incentives for Community Benefit under the Leederville Precinct Structure Plan).
- Extension of The Avenue as a 10 metre wide road through to Leederville Parade (this would contribute towards Development Incentives for Community Benefit under the Leederville Precinct Structure Plan).
- Roads, laneways and pedestrian connections to be fully constructed, furnished, landscaped and initially maintained at the cost of Hesperia.





The Avenue North Site

- 217 public car parking bays provided in the multi-use building, inclusive of 37 bays at-grade, to be available to the public 24 hours a day, 7 days a week, for a minimum of 40 years, unless approved otherwise by the City.
- Prior to The Avenue North lot buyer entering into a lease of the car park to be developed on The Avenue North site with any person, it must provide the City with the first right to enter into the car park lease. If the City elects to enter into the car park lease, the City will rent and operate the car park with the right to input its own operator to operate the car park at any time. If the City wishes to take a lease and the City and The Avenue North lot buyer are unable to agree the car park design to the level of detail required in order to submit a development application or for inclusion in the building contract, an expert determination process will apply and both parties will be bound by the outcome of that process.

The Avenue South Site

- Mix of residential uses, unless approved otherwise by the City.

Frame Court Site – Overall

- There will be one combined development application for both the car park and the office.
- The different components of the development will be integrated.
- To achieve economies of scale, minimise the overall construction period, minimise the period when parking bays will be impacted and to minimise impacts on the amenity of the area during construction, the Frame Court Development and Frame Court Car Park will be developed together, unless otherwise approved by the City. The works for the development on the Frame Court Development site must commence before practical completion is reached on the Frame Court Car Park site, unless otherwise approved by the City.
- Delivery of the Frame Court extension, a 12.2 metre wide road reserve connecting Frame Court to the Water Corporation easement along the eastern side of the Frame Court Car park site (this would contribute towards Development Incentives for Community Benefit under the Leederville Precinct Structure Plan).
- Delivery of Georgiana Walk, a 6 metre wide laneway running along the northern side of the Frame Court Car Park site (this would contribute towards Development Incentives for Community Benefit under the Leederville Precinct Structure Plan).
- Roads, laneways and pedestrian connections to be fully constructed, furnished, landscaped and initially maintained at the cost of Hesperia.
- 25 public car parking bays at-grade in the Frame Court Extension road reserve dedicated with and managed by the City, to be available to the public 24 hours a day, 7 days a week, unless otherwise determined by the City.

Frame Court Car Park Site

- Frame Court Multi-Storey Public Car Park to be on an approximately 1,615 square metre parcel of green title freehold land with the car park and land to be wholly owned by the City.
- Hesperia to construct the car park on the Frame Court Car Park site for the City, at Hesperia's cost. The cost to construct the car park is estimated to be approximately \$20.4 million.
- 226 public car parking bays provided within the City's car park, available to the public 24 hours a day, 7 days a week, unless otherwise determined by the City.



- Car park to be 3.5 metres floor to ceiling, rather than floor to floor, or otherwise agreed by the City during the car park design, to consider the car park efficiency.
- Provision for eight EV charging bays on the ground floor and provision for conduit space for cabling to each bay to be funded by Hesperia.
- At practical completion of the Frame Court Car Park site, the City would grant Hesperia an easement for vehicle and pedestrian access purposes to enable access via the first floor of the Frame Court Car Park site to the parking area of the Frame Court Development site.
- Floorspace of approximately 1,275sqm would be provided within the Frame Court Multi-Storey Public Car Park, comprising of the below or other locations or commercial structures to be agreed by the City, to be provided at the cost of Hesperia (these would contribute towards Development Incentives for Community Benefit under the Leederville Precinct Structure Plan):
 - Community/art incubator hub - approximately 95sqm
 - Community end-of-trip facilities including public toilets - approximately 300sqm – fit out
 - Community rooftop active space - approximately 880sqm

Frame Court Development Site

- Hesperia will grant the City and the public access by way of a management and/or licence agreement to the estimated 148 car parking bays within the Frame Court Development site on weekends and after 5:30pm on business days, unless otherwise approved by the City. No fee will be payable for this right, but Hesperia will be entitled to be reimbursed reasonable costs associated with the parking arrangement. This is a significant and unique benefit being offered to the City by Hesperia.
- Retail uses to be provided on the ground floor fronting Georgiana Walk, Oxford Street Reserve and the building currently addressed 60A Frame Court.
- Mix of uses to be provided including office, unless approved otherwise by the City.
- Pedestrian access and ground floor activation is being maximised because the Frame Court Development site and the Frame Court Car Park site will share one car parking ramp.

It is possible that changes will be made as the development progresses. Significant changes will require the prior agreement from the City. For example, it may be that at the time a stage of the development is ready to be progressed there is a development outcome, a car parking outcome or a financial outcome that is more beneficial to the City. Also, for example, Hesperia may have a good reason to want to develop both The Avenue North site and The Avenue South site concurrently. Provided that the City is satisfied that the City is not disadvantaged by such changes and such changes do not produce a worse financial outcome for the City then the City may decide to agree to changes to the development.

EXPECTED FINANCIAL EFFECT ON THE LOCAL GOVERNMENT

Land Valuation

The City received a land valuation on 2 April 2023 to assess the current market value of The Avenue and Frame Court car parks under the following scenarios:

- Development Site: 'As is' with highest and best use being as mixed-use development sites in accordance with the draft Leederville Precinct Structure Plan (LPSP), disregarding any public car parking provision or requirement.
- Car Park Use: 'As is', with highest and best use limited to being operational, open air car parks for the long term, with regard to the existing concessional / discounted parking tariffs currently in place.

After receipt of that valuation the City considers that value of the two car park sites is as follows:

The Avenue:

- Development Site: \$20,000,000 exclusive of GST
- Car Park Use: \$8,500,000 exclusive of GST

Frame Court:

- Development Site: \$10,750,000 exclusive of GST
- Car Park Use: \$6,200,000 exclusive of GST

The future state as a development site offers the most value to the City making it the highest and best use. Development of the site would also align with the LPSP vision of this land.

Construction Value of Project

The estimated indicative construction value of the project being delivered by Hesperia is as below:

- The Avenue North: \$76,642,717
- The Avenue South: \$125,026,497
- Frame Court overall development \$113,616,386

City Revenue

Current State – Operating Car Park

Net Cashflows over 20 years (Revenue less operating/capital expenditure)	\$69.37m
Net Present Value discounted at 6% over 20 years (Revenue less operating/capital expenditure)	\$37.30m

Note that revenue includes estimated carparking income and infringements. There are no rates received though the current operating car park.

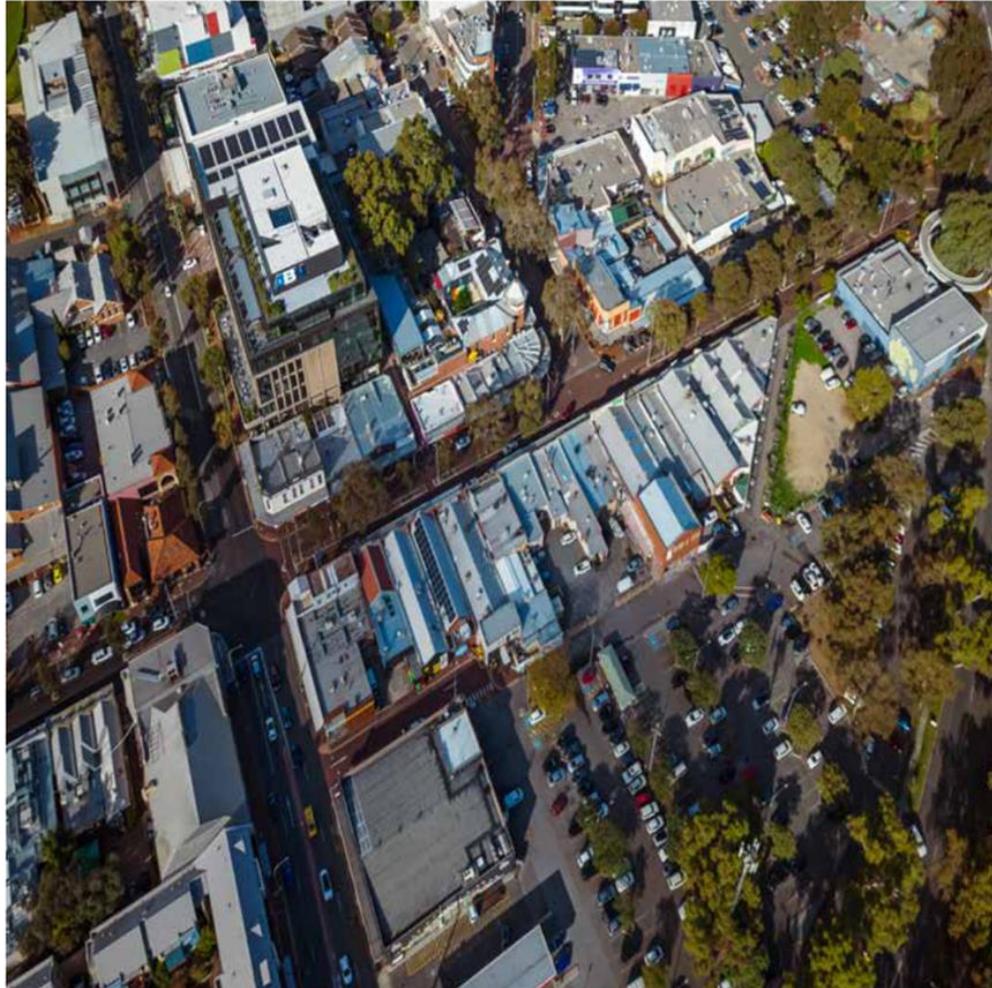
Future State – Proposed Development

	At Grade Car Park Rates	Multi-Story Car Park Rates
Net Cashflows over 20 years (Revenue less operating/capital expenditure)	\$74.73m	\$84.85m
Net Present Value discounted at 6% over 20 years (Revenue less operating/capital expenditure)	\$40.16m	\$45.13m

Note that revenue includes estimated rates revenue, carparking income and infringements.

Summary including Impacts to Long Term Financial Plan

Noting the project would have positive economic benefit to the Leederville precinct, the proposed development would reduce the City's net surplus in financial year 2025/26 (\$0.6m) of the Long Term Financial Plan. Council may need to consider additional rate rises or a deferral of capital/operating expenditure to achieve a balanced budget in those years.





ABILITY OF THE LOCAL GOVERNMENT TO MANAGE THE UNDERTAKING OR THE PERFORMANCE OF THE TRANSACTION

Hesperia are an organisation with significant experience and a track record of delivering large scale urban renewal projects. The City will engage suitably qualified consultants as required to advise the City.

Timeline

The development timeline is outlined in Appendix 1.

The Frame Court site will be developed first. The Avenue North site and The Avenue South site will be developed in that sequence after the Frame Court site unless the City agrees otherwise.

The Avenue North and The Avenue South site will not be transferred to Hesperia until the construction of the car park on the Frame Court Car Park site has been practically completed unless the City agrees otherwise.

Risks

The City engaged Estill and Associates to run a risk workshop to identify any potential risks associated with the redevelopment proposal details and process. These risks were workshopped to determine ways to minimise and manage any risk. A further workshop will be run on this Business Plan and the major land transaction. Some of the identified risks that will be mitigated are listed below:

- Impacts for nearby land uses including the skate park and YMCA.
- The MRS Amendment for the Main Roads road reserve is not progressed.
- The Water Corporation and Western Power do not allow the subdivision works to be bonded and therefore car parking is taken offline earlier than anticipated.
- The Leederville Town Centre vacancies and trade levels mean that parking demand decreases, reducing parking revenue to the City. This is currently a risk to the City and the development is proposed to reduce this risk.
- Hesperia becomes insolvent or claims financial duress during the delivery process.
- Construction commences but is not completed.



Future Process

The process would involve the following steps:

1. The City gives public notice of the Business Plan following approval of Council. (complete)
2. After receiving submissions, the Council decides whether or not to proceed with the proposed transaction outlined within the Business Plan.
3. If proceeding, the Council will request the CEO progresses signing and executing a non-binding Heads of Agreement based on the details in this Business Plan.
4. If not proceeding or proceeding in a manner that is significantly different from the Business Plan, then the City may by notice terminate the Heads of Agreement. For a period of two months following the termination the City will not sell, agree to sell, lease or otherwise dispose of the land or discuss or negotiate a proposal with any party.
5. The parties commence negotiations regarding the transaction documents and endeavour to agree the terms of the transaction documents.

An exclusivity period of 9 months from the execution of the Heads of Agreement, to enable the contracts to be entered into if the Business Plan is endorsed. During the exclusivity period, the City and Hesperia agree to exclusively negotiate with respect to the proposed transaction.

The exclusivity period would terminate if the Business Plan is not adopted by Council.

The City or Hesperia may terminate the Heads of Agreement if the parties have not entered into the transaction document by the end of the exclusivity period or if the parties agree that the negotiations have irretrievably broken down. On termination, neither the City or Hesperia can claim or seek to recover from the other party any outgoings, liabilities, costs or expenses incurred.

Other Matters

If the City and Hesperia are unable to agree the Frame Court car park design to the level of detail required to submit a development application, then either party may terminate the agreement.

If the City and Hesperia are unable to agree the Frame Court car park design level of detail required for inclusion in Hesperia's building contract, then an expert determination process would apply.

SUMMARY OF MAJOR LAND TRANSACTION AND DISPOSALS OF PROPERTY

The costs to do the works to create the three new lots, being Lot #1 the Frame Court Development, Lot #1 The Avenue North and Lot # 2 The Avenue South amounts to approximately \$8,443,592.

Frame Court – Overall

Sale

- The area of land is described on page 22.
- The buyer of the Frame Court Development site is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the FC Asset Trust.
- In certain circumstances the buyer may be changed to either Hesperia Property Pty Ltd ACN 641 894 340 or Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the Leederville Asset Trust.
- If Hesperia Property Pty Ltd is not the buyer, then Hesperia Property Pty Ltd will guarantee to the City the obligations of the buyer.
- The consideration to be received by the City for the sale of Lot #1 the Frame Court Development, Lot #1 The Avenue North and Lot # 2 The Avenue South is the doing of the works required to create the three new lots, the freehold realisation of the proposed Frame Court Car Park owned

by the City with an indicative market value of \$21,700,000 and \$10 million dollars in additional cash consideration.

- The market value of Lot #1, the Frame Court Development is \$3,904,302.
- The buyer will construct the development on the Frame Court Development land.
- If the buyer does not achieve practical completion of the Frame Court Development land by 30 months after being given possession of the land, then the buyer must compensate the City by way of an amount equal to the rates revenue forgone by the City. The compensation amount will be capped.
- If the buyer does not achieve practical completion of the car park on the Frame Court Car Park site within 18 months of being given possession of that land, then the buyer must pay the City a daily amount of compensation. The compensation amount will be capped.
- The freehold realisation of the proposed Frame Court Car Park owned by the City with an indicative market value of \$21,700,000.

Access Easement

- The City's car park on the Frame Court Car Park site will serve as access to the car park located within the Frame Court Development site.
- Access to the car parking located within the Frame Court Development site will be from the second floor of the City's car park on the Frame Court Car Park site.
- The City will grant the buyer of the Frame Court Development site an easement over part of the City's adjoining Frame Court Car Park site starting at street level and extending to the first floor, to facilitate access and egress for the improvement on the Frame Court Development site.
- The recipient of the easement will be the buyer as described above.
- No additional consideration is to be received by the City specifically for the grant of the easement.
- The market value of the easement is approximately \$1,600,000. The easement value benefit is equivalent to the full value of an easement 8.0m wide and full depth of the lot.

Buyback Right

- The City will have the right to buy back the Frame Court Development site from the buyer if the buyer does not achieve material commencement of the adjoining car park development on the Frame Court Car Park site, within six months of being given possession of the Frame Court Car Park site.
- Material commencement means construction of the ground floor slab.
- The buyback price will be a nominal amount.

After Hours Rights

- The buyer will grant the City and the public access by way of a management and/or licence agreement to the first four levels of car parking of the Frame Court Development site building after 17h30 on business days and at any time on weekends.
- It is anticipated that there will be approximately 148 bays.
- No fee will be payable for this right, but the buyer will be entitled to be reimbursed reasonable costs associated with the parking arrangement.
- The City may charge the public fees to use this parking area. This right will apply for 40 years.
- There will be a deed in place to ensure future owners and mortgagees are bound by this right.

Short Term Lease

- It is anticipated that the buyer will start development works promptly following settlement. If there are delays the buyer will lease the Frame Court Development site back to the City at a peppercorn rent so that the City can continue to use the Frame Court Development site for public parking until the buyer is ready to start development works.



The Avenue North

Sale

- The area of land is described on page 21.
- The buyer is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the AN Asset Trust.
- In certain circumstances the buyer may be changed to either Hesperia Property Pty Ltd ACN 641 894 340 or Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the Leederville Asset Trust.
- If Hesperia Property Pty Ltd is not the buyer, then Hesperia Property Pty Ltd will guarantee to the City the obligations of the buyer.
- The consideration to be received by the City for the sale of Lot #1 the Frame Court Development, Lot #1 The Avenue North and Lot # 2 The Avenue South is the doing of the works required to create the three new lots, the freehold realisation of the proposed Frame Court Car Park owned by the City with an indicative market value of \$21,700,000 and \$10 million dollars in additional cash consideration.
- The market value of Lot #1, The Avenue North is \$9,720,522.
- The buyer will construct its development on the #Lot 1 The Avenue North.
- If the buyer does not achieve practical completion of development by 30 months after being given possession of the lot, then the buyer must compensate the City by way of an amount equal to the rates revenue forgone by the City. The compensation amount will be capped.

Restrictive Covenant

- At settlement of the transfer of The Avenue North site, the buyer will grant the City a restrictive covenant over The Avenue North site.
- The restrictive covenant will prohibit development of The Avenue North unless that development includes a car park comprising at least 217 bays.
- The restrictive covenant will require the car parking area of The Avenue North site to be used as a car park for 40 years.
- No additional consideration is paid by the City to the buyer specifically for the grant of this right.

Right to Lease

- The buyer will grant the City a right to lease the car parking area to be constructed as part of The Avenue North site development.
- The lease will be a net lease at a market rent.
- The City is not required to take the lease.
- The City will have the ability to match an offer to lease that the buyer receives from a car park operator if the City wishes to do so.

Buyback Right

- The City will have the right to buy back The Avenue North site from the buyer if the buyer does not achieve material commencement of the development within six months of being given possession of The Avenue North site.
- Material commencement means construction of the ground floor slab.
- The buyback price will be a nominal amount.

Short Term Lease

- It is anticipated that the buyer will start development works promptly following settlement. If there are delays the buyer will lease The Avenue North site back to the City at a peppercorn rent so that the City can continue to use The Avenue North site for public parking until the buyer is ready to start development works.

The Avenue South

Sale

- The area of land is described on page 21.
- The Buyer is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the AS Asset Trust.
- In certain circumstances the buyer may be changed to either Hesperia Property Pty Ltd ACN 641 894 340 or Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the Leederville Asset Trust.
- If Hesperia Property Pty Ltd is not the buyer, then Hesperia Property Pty Ltd will guarantee to the City the obligations of the buyer.
- The consideration to be received by the City for the sale of Lot #1 the Frame Court Development, Lot #1 The Avenue North and Lot #2 The Avenue South is the doing of the works required to create the three new lots, the freehold realisation of the proposed Frame Court Car Park owned by the City with an indicative market value of \$21,700,000 and \$10 million dollars in additional cash consideration.
- The market value of Lot # 2, The Avenue South is \$5,635,476.
- The buyer is required to pay the City \$10 million on the first to occur of 31 July 2029 and the transfer of Lot #2 The Avenue South to the buyer.
- For the period between 31 October 2028 and settlement, the \$10 million will increase by CPI on the first day of each quarter until paid. The Frame Court buyer will provide a guarantee and indemnity in relation to the payment of the cash consideration by The Avenue South buyer on the due date.
- If the buyer does not achieve practical completion of development by 36 months after being given possession of the lot, then the buyer must compensate the City by way of an amount equal to the rates revenue forgone by the City. The compensation amount will be capped.

Short Term Lease

- It is anticipated that the buyer will start development works promptly following settlement. If there are delays then the buyer will lease The Avenue South site back to the City at a peppercorn rent so that the City can continue to use The Avenue South site for public parking until the buyer is ready to start development works.





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This document is available in other formats and languages upon request.

Leederville Town Centre Redevelopment

Proposed Concept and Vision

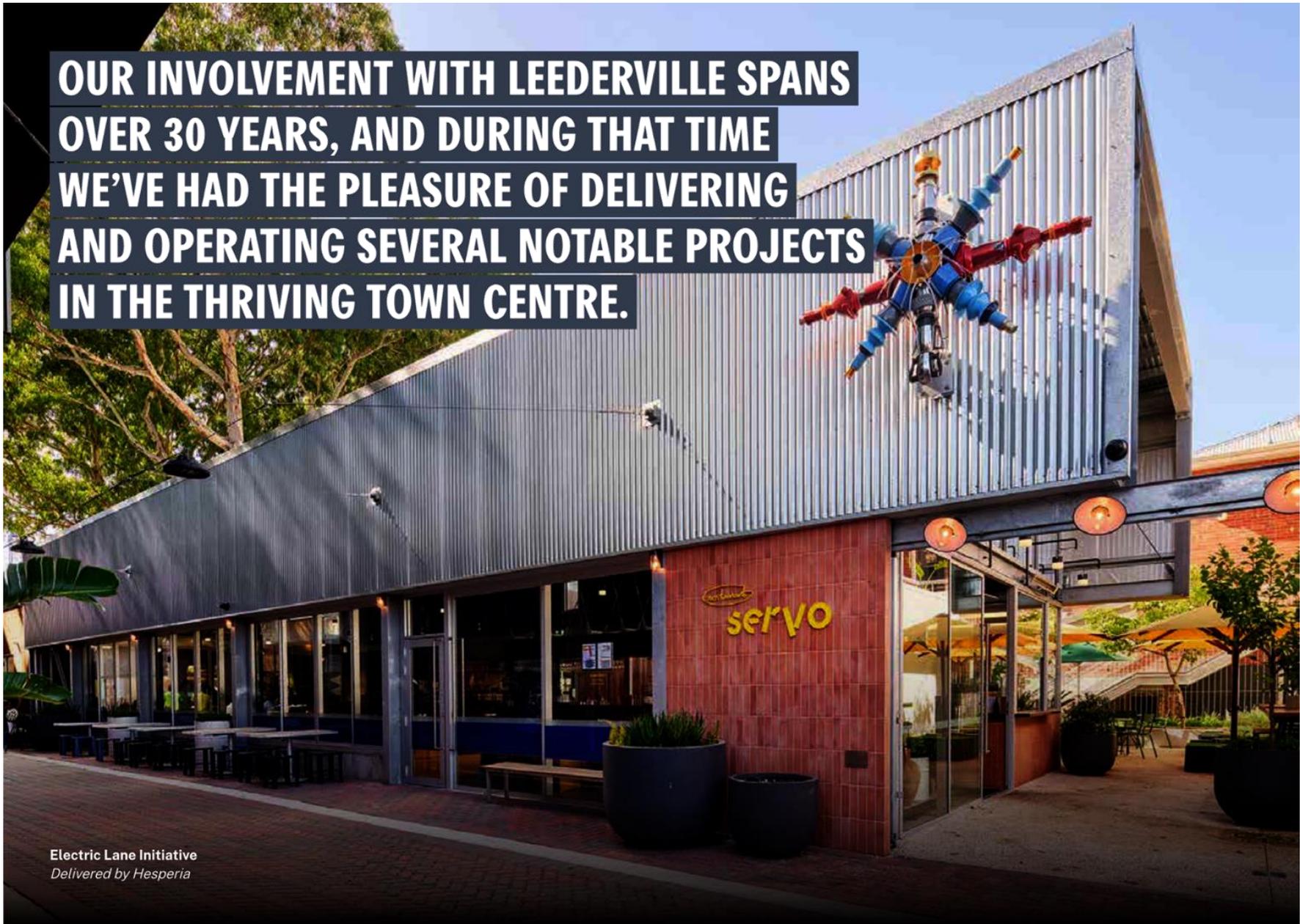


HESPERIA



Hesperia acknowledges and pays respect to the past, present and future Traditional Custodians and Elders of the Noongar nation and the continuation of cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander peoples.

**OUR INVOLVEMENT WITH LEEDERVILLE SPANS
OVER 30 YEARS, AND DURING THAT TIME
WE'VE HAD THE PLEASURE OF DELIVERING
AND OPERATING SEVERAL NOTABLE PROJECTS
IN THE THRIVING TOWN CENTRE.**



Electric Lane Initiative
Delivered by Hesperia

FOREWORD

Hesperia are delighted to introduce our proposal for the Leederville Town Centre Redevelopment.

Our Proposal is anchored by the following key principles:

- 1. Deliver activation that complements, not competes**
We are uniquely positioned to deliver excellent masterplanned outcomes given our existing presence in the precinct and our relationships with key surrounding property owners.
- 2. Embody a meaningful commitment to sustainability**
The Town Centre will be an exemplar green precinct. Hesperia brings a track record of delivering on sustainability outcomes at the high level expected by the City of Vincent ("City") and community.
- 3. Deliver certainty**
The design must be deliverable and financially feasible to avoid leaving the City with an outcome that cannot be achieved - as evidenced by our track record.
- 4. Retain and improve public parking outcome**
We recognise the importance of retaining this amenity for local businesses, residents and Town Centre visitation.
- 5. Deliver a sustainable earnings stream for the City**
Ensuring the City can rely on continued parking revenue to fund ongoing costs and other initiatives.
- 6. Commitment to a design selection and competition process**
Ensures an urban design and architectural outcome that Leederville and its community will be proud of.

Operating in Leederville for over 30 years, we've built enduring relationships, a strong understanding of the local dynamics, and we are invested in the long term success of the Town Centre.

We look forward to continuing to work with the City on this exciting opportunity.

Sincerely



Adrian Fini



Ben Lisle





The proposed concept and vision detailed throughout this document represents an outcome based on Hesperia's response to the City of Vincent's Request for Proposals for the Leederville Town Centre Redevelopment.

All images are artists impressions.

All numbers and areas are indicative, subject to further due diligence and detailed design.

KEY DEVELOPMENT DELIVERABLES

Our Proposal introduces a carefully selected mix of land uses to the Leederville Town Centre.

We're prioritising the creation of local activation points, including generous green spaces for the community.

Hesperia will introduce a sustainable and balanced level of residents, workers and visitors. Importantly, we have been deliberate in not overburdening a particular use with the understanding of future development opportunities across the broader Town Centre precinct.

Importantly, Hesperia have a proven track record of funding and delivering high quality precinct developments of this scale, complexity and diversity. Our notable experience spans a range of property classes, including award-winning F&B venues, hotels, residential, boutique retail, office, medical and commercial.



Diverse and Complementary Land Uses

Residential (e.g. BTR, BTS, short-stay/hotel), office, medical, boutique retail, supermarket/grocer, F&B, community spaces.



Active Public Realm

Activated and vibrant public realm with retail uses on the ground floor fronting Georgiana Walk, Frame Court POS, and YMCA
Curated retail uses on the ground floor fronting Little Oxford Lane and both northern and southern sides of the Community Plaza.



Design Collaboration

Commitment to a design selection and competitive process across the precinct with input from the City to ensure an architectural outcome that Leederville's community can be proud of.



Hesperia Will Deliver Certainty for the City of Vincent

Hesperia have a proven track record delivering high quality precincts with this scale, complexity and diversity. Our experience includes all proposed uses (e.g. residential, office, medical, F&B, hotel, short-stay).



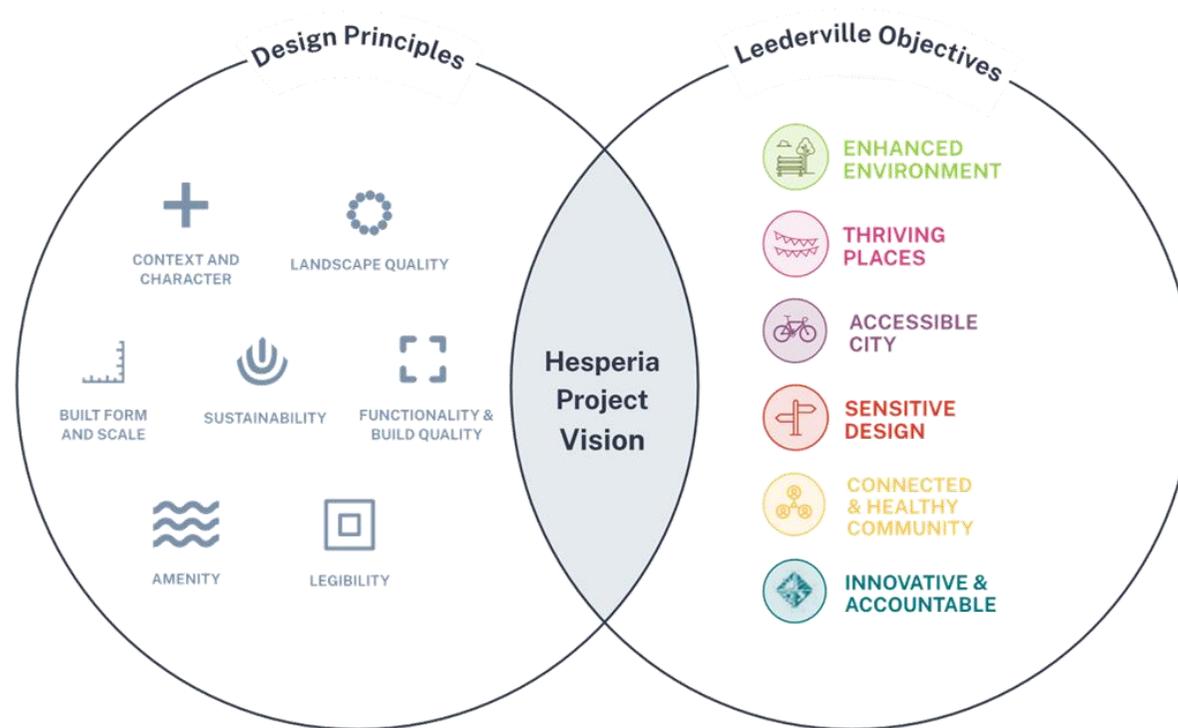
5 Star Green Star + Net Zero Carbon

5 Star Green Star achieved plus targeted net zero carbon approach through an estimated 80% diversion from landfill and net zero build

VISION

Vibrant and Liveable Community

Guided by both the City of Vincent's Leederville 'Objectives' and 'Design WA Design Principles', our Proposal will deliver a built environment that reflects the distinctive characteristics of Leederville and contributes to providing a vibrant and liveable community in the heart of Leederville.



VISION

Hesperia's vision seeks to revitalise and connect the Leederville Town Centre reinforcing a sense of relevance and identity, that looks to the future and at the same time, respects the history and celebrates the connection to place.



PLACE & DESIGN

The development draws upon Leederville's existing vibrant culture and strong sense of community.

Our architecture and design processes will ensure an outcome is delivered that the community will be proud of.



LAYERED LANDSCAPES

The landscape design has a central focus, connecting the development and encourages strong urban links and neighborhood connection.

Through elevation and vertical layering, the design offers amenities to multiple planes and experiences within. The new development will support a series of elevated gardens and green roofscapes providing amenity through a sense of discovery and delight.



COMMUNITY CONNECTION

Creating communities is at the heart of our vision for this project. We draw upon Leederville's rich community culture, providing a tailored and complementary response to this vibrant place.

A mix of uses, with active edges, local providores and quality streetscapes that allow for authentic community connection will cement this project as a vibrant local destination.

A range of housing models will encourage diversity and affordability to promote Leederville as a place that all people can come to live, work and play.



RESPONSIVE

The Leederville Town Centre will be an exemplar green precinct. Hesperia brings a track record of delivering on sustainability outcomes at the high level expected by the City and community.



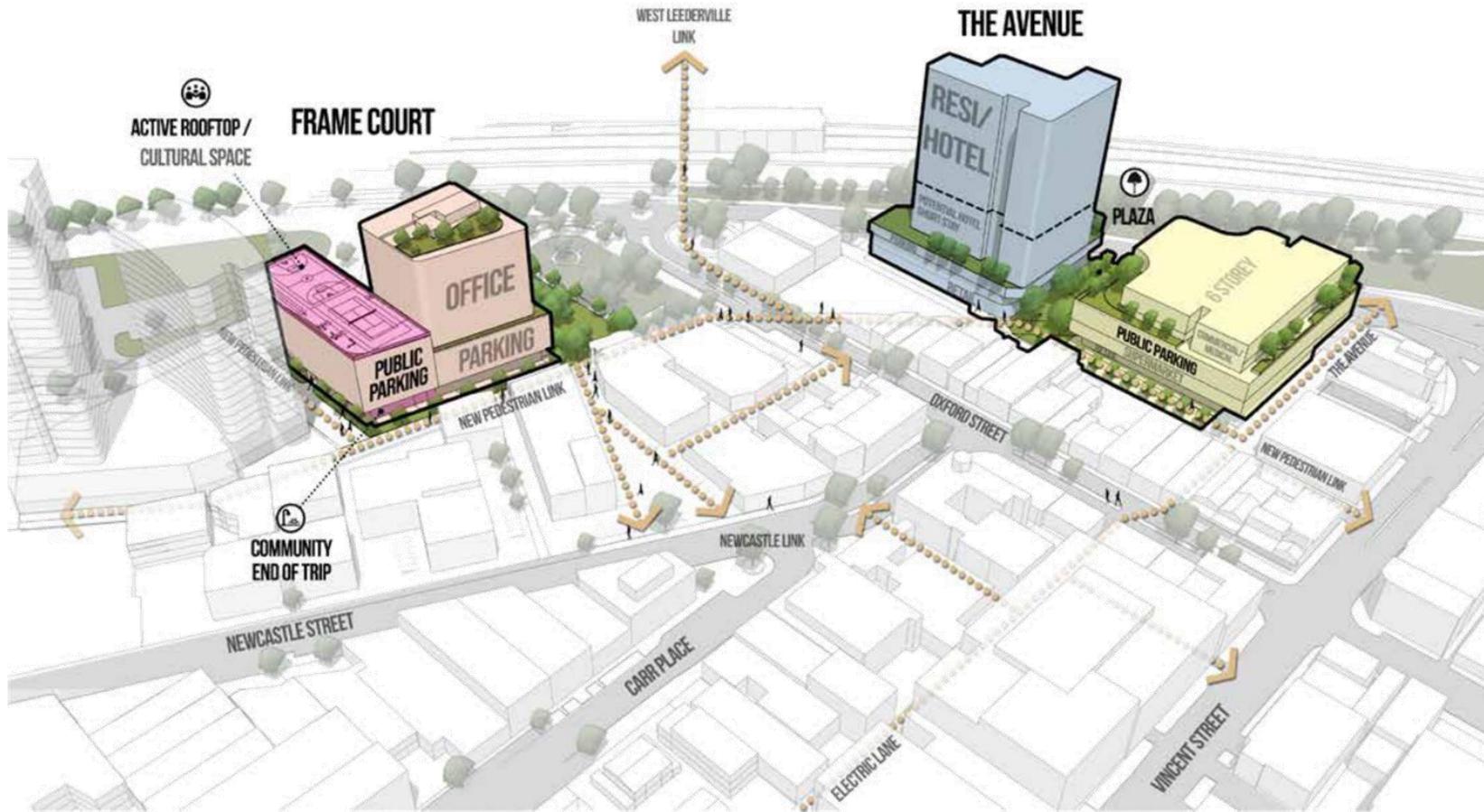
CONNECTIVITY

The scheme enhances connectivity between the urban blocks of The Avenue and Frame Court, knitting into the existing fabric of Leederville.

Through activation of key focal points, nodes and intersections, the value creation of quality placemaking and landscape provides a social and animated street life, enhancing the streetscape experience complementary to the existing urban grain.

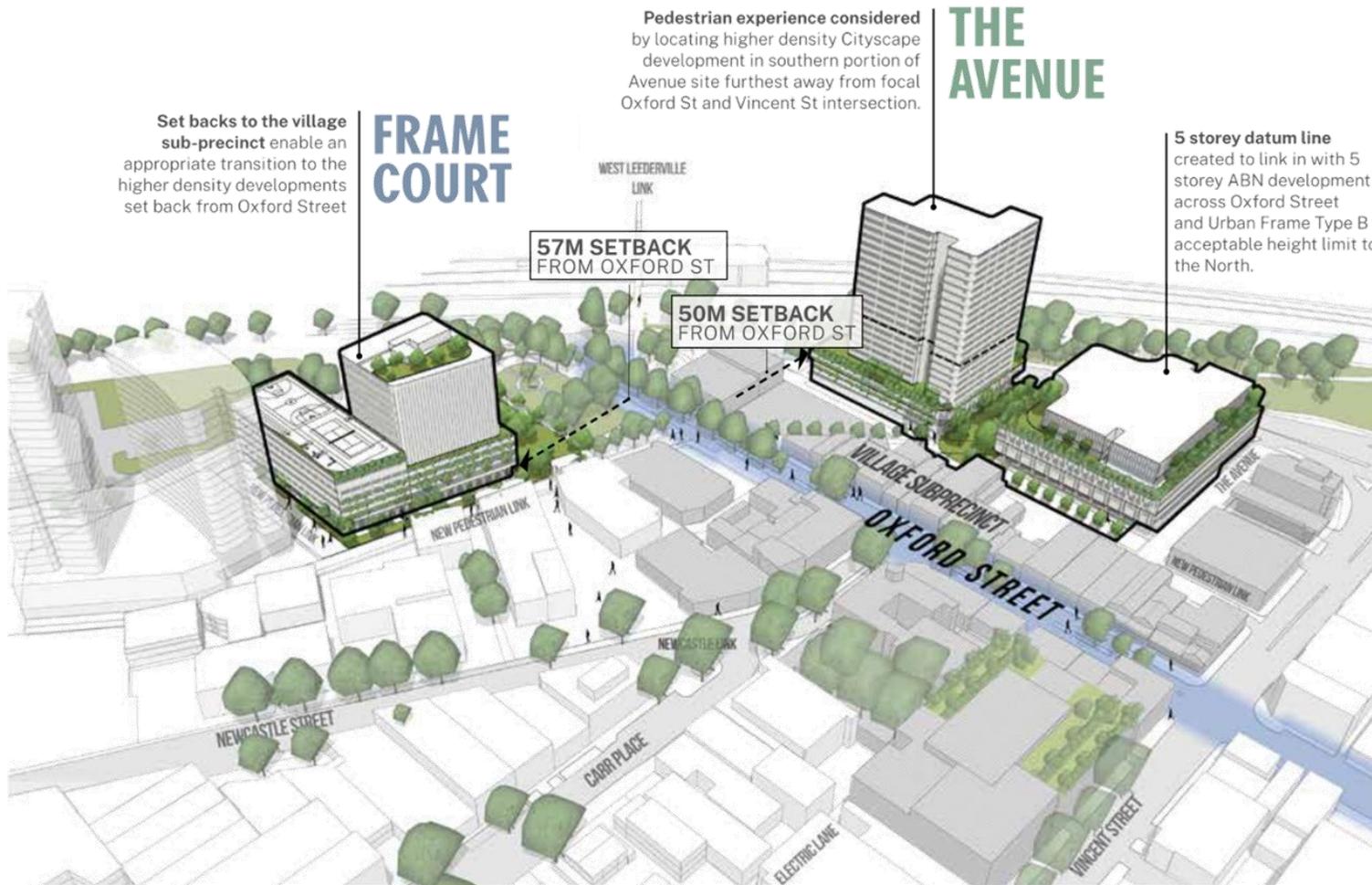
VISION

Diverse and Complementary Land Uses



VISION

Sustainable Relationship with Oxford Street



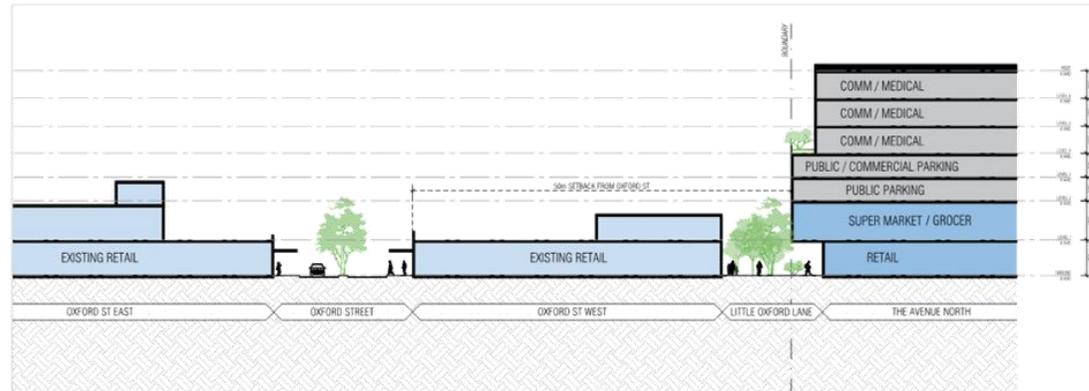
VISION

Sustainable Relationship with Oxford Street

With a scaled approach to urban density, the design proposition provides opportunities to connect the ground plane. The pedestrian connection from Oxford Street offers transitional scale that comfortably knits into the existing urban fabric that is anchored into everyday human experience.



SECTION A



TARGETED DEVELOPMENT TIMELINE

Hesperia understand that following the City of Vincent’s advertising of a Business Plan in relation to this Proposal, the two parties will then enter a period of transaction negotiations before commencing planning and approval workstreams to support the staged development process.

The targeted timeline below should be considered as indicative based on information available at the time of the submission of the Proposal, that may be subject to change should a more beneficial development, car parking, or financial outcome be identified.

TRANSACTION DOCUMENTS

- Advertising period.
- Council approval.
- Completion of Transaction Documents.

PLANNING AND APPROVALS

- Planning scheme amendments.
- Lot amalgamation and subdivision design.
- First public carpark design agreed.

STAGE 1 FRAME COURT

- Detailed public carpark design, construction, and handover to the City of Vincent for 251 parking bays.
- Completion of first commercial development with mix of uses.
- Handover of public realm to the City of Vincent

STAGE 2 THE AVENUE NORTH

- Second public carpark design and construction.
- Second public carpark operational, with the City to have first rights to the management of 237 parking bays.
- Completion of second commercial development with mix of uses.
- Handover of public realm to the City of Vincent.

STAGE 3 THE AVENUE SOUTH

- Cash consideration paid to the City of Vincent.
- Final commercial development completed with mix of uses.
- Handover of remaining public realm to the City of Vincent.

2023

2025

2027

2029

2031

SUBDIVISION PLAN

Land Subdivision and Amalgamation

The lots are proposed to be amalgamated/subdivided to create three commercial redevelopment sites, plus an estimated 3,287m² of public realm handed back to the City via road reserve and freehold ownership (approximately 25% of total landholdings).

Avenue Site

This subdivision also proposes to amalgamate and subdivide City of Vincent owned lots to create two developed sites - Avenue North and Avenue South, plus public realm areas captured within proposed Lot 3.

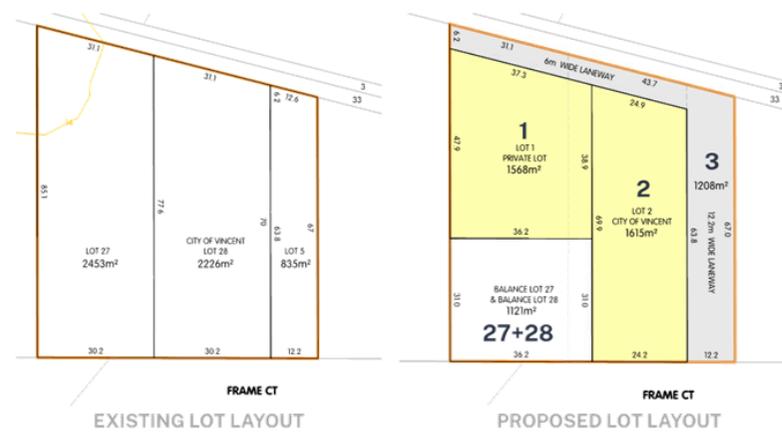


LOT NUMBER	AREA (APPROX)	PROPOSED OWNER
1	4,326m ²	Hesperia
2	2,508m ²	Hesperia
3 (road reserve)	2,079m ²	City of Vincent
Balance Lot 1 + 33	179m ²	City of Vincent

Frame Court Site

This subdivision also proposes to create existing Lot 5 as a road reserve to provide access to proposed Lots 2 and 3 and the 6.0m northern portion of existing Lots 27 and 28 as road reserve to provide for a pedestrian link and gazetted road access to proposed Lot 2. Note that the vehicular access for Lot 1 will be through Lot 2. This access will be protected via a rights of carriage easement.

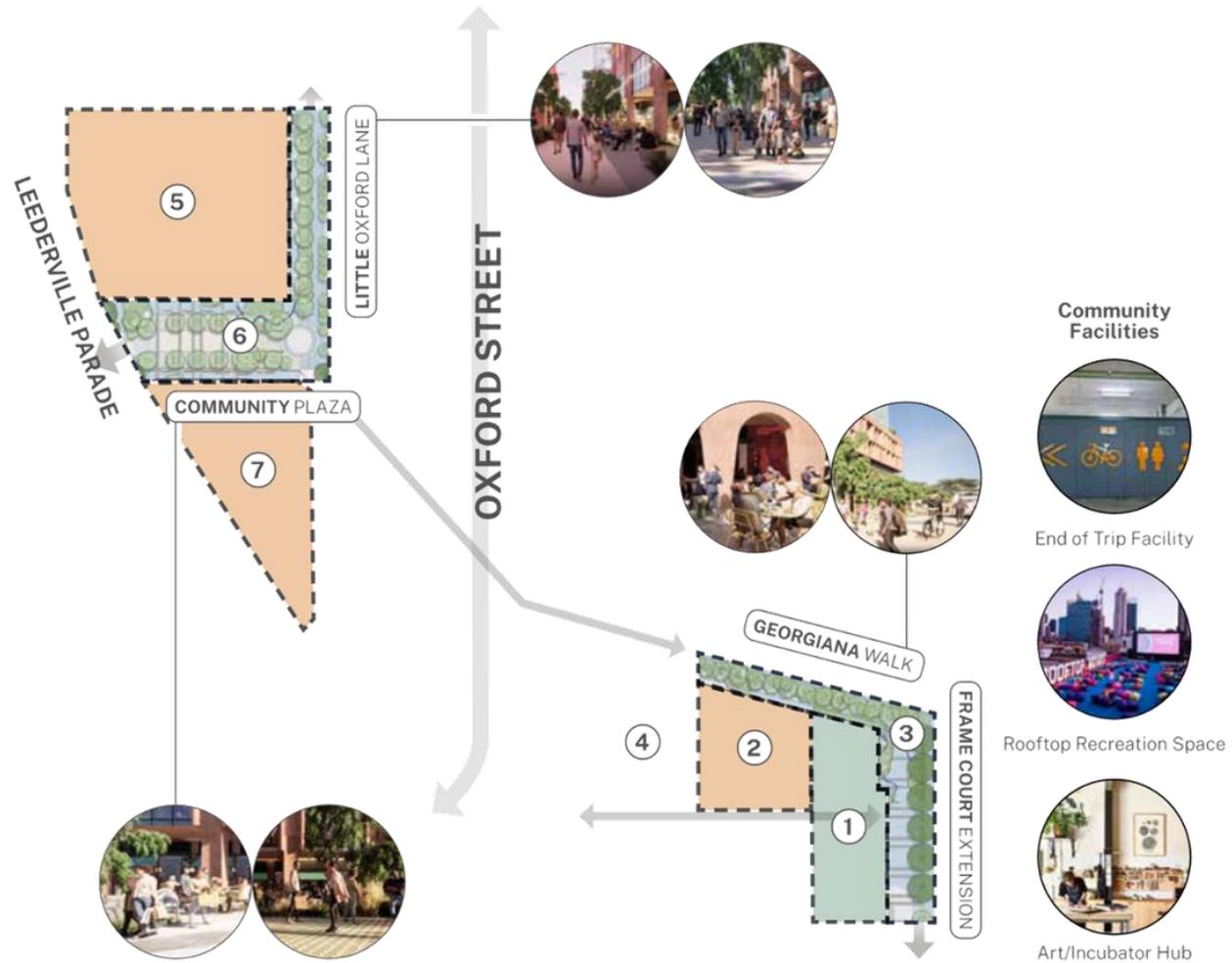
The 6.0m laneway (part of proposed Lot 3) is required to provide a continuous pedestrian link due to the Hip-E Club beer garden being constructed over the Water Corporation infrastructure corridor, which is proposed to accommodate the pedestrian link.



LOT NUMBER	AREA (APPROX)	PROPOSED OWNER
1	1,568m ²	Hesperia
2	1,615m ²	City of Vincent
3 (road reserve)	1,208m ²	City of Vincent
Balance Lot 27 + 28	1,121m ²	City of Vincent

AERIAL PLAN

- 1 Retained by City of Vincent (future multi storey public carpark)
- 2 Land transferred to Hesperia
- 3 Retained by City of Vincent (future public realm)
- 4 Retained by City of Vincent (current carparking, future public open space as per the Leederville Precinct Structure Plan)
- 5 Land transferred to Hesperia (includes future multi storey public carpark)
- 6 Retained by City of Vincent (future public realm)
- 7 Land transferred to Hesperia



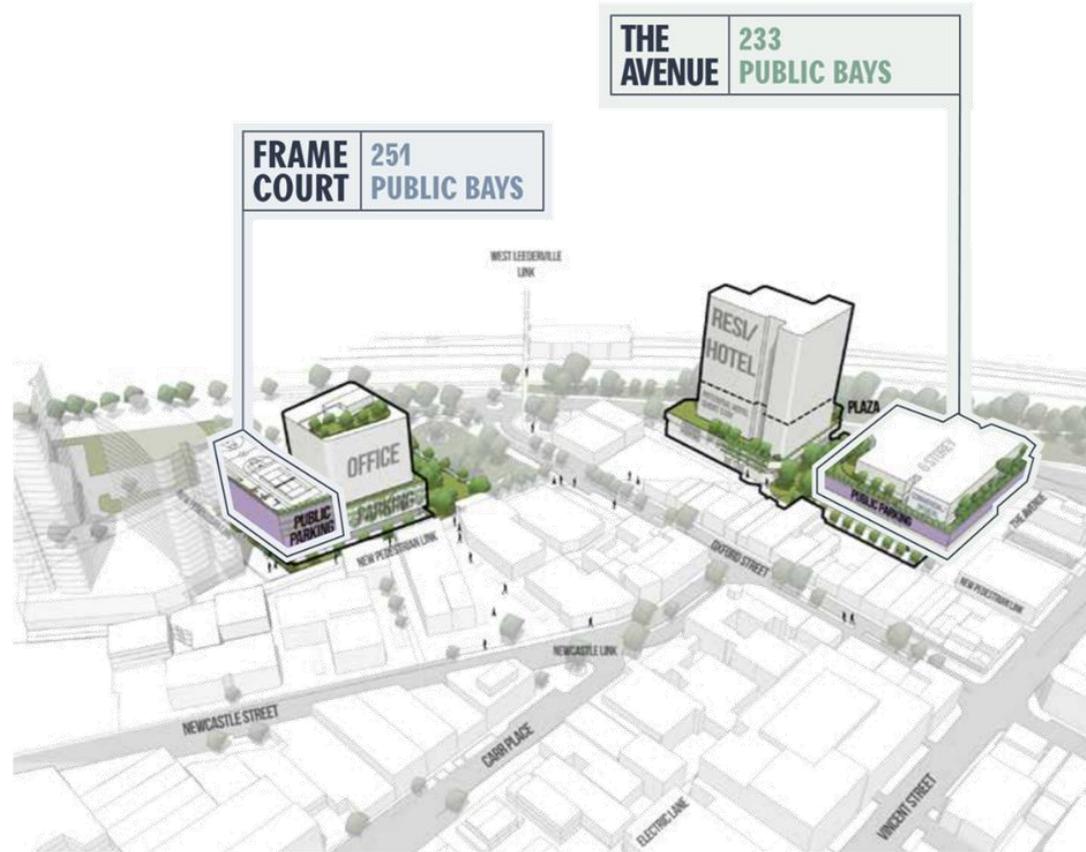
PUBLIC CARPARK OFFER

THE AVENUE 233 PUBLIC BAYS

- 217 public bays provided in multi-use building (The Avenue North Carpark), with 37 bays at-grade.
- 16 public bays provided at-grade in the Community Plaza to be wholly owned by the City.

FRAME COURT 251 PUBLIC BAYS

- 226 public bays provided in new multi-storey carpark, freehold and wholly owned by the City, with 21 bays at grade.
- 25 bays retained at-grade in the Frame Court Extension to be wholly owned by the City.



PUBLIC CARPARK OFFER

- 1** Net increase in public bays available

The City of Vincent will benefit from 20 more dedicated public car bays, plus a further approx. 148 bays that can be used by the public after hours.

- 2** Sustainable earnings and control for the City

The new multi-storey Frame Court public carpark will be fully owned by the City of Vincent ensuring they have full control and can receive ongoing parking revenue.

- 3** Supports precinct wide activation

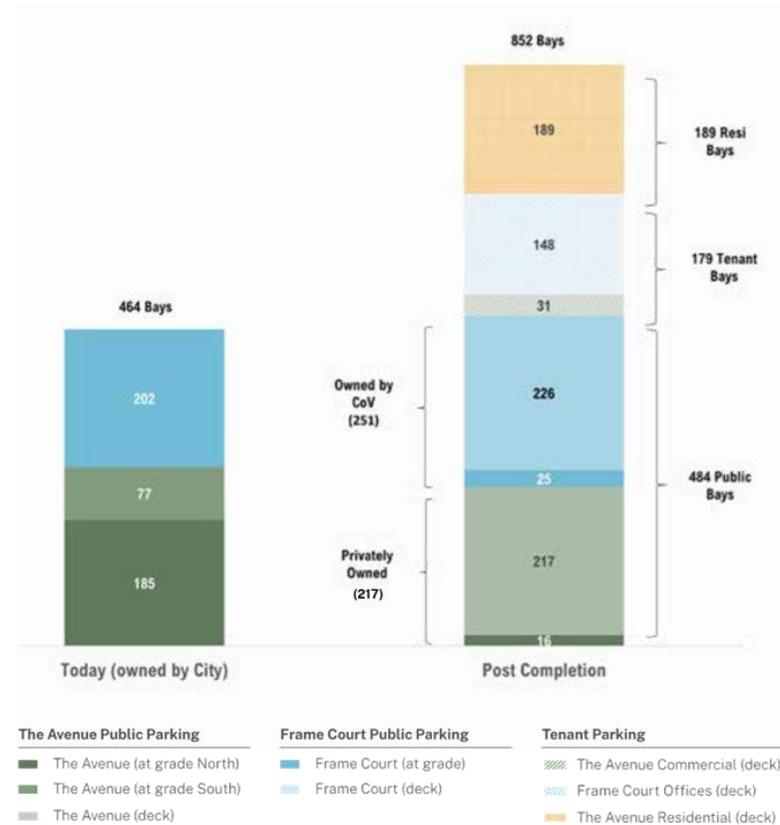
Public carparking is spread across Frame Court and The Avenue ensuring effective activation across both sites.

- 4** Development staging

We are able to effectively stage development to allow a minimum of 262 public carparking bays at all times during construction.

- 5** Sensitive integration

The provision of public carparking has been incorporated effectively without limiting the development potential or mix of uses for both sites.



Note: The public carparking outcome will be subject to change should revisions to the masterplan identify a more beneficial development, carparking or financial outcome.

PUBLIC CARPARK OFFER

The below summary highlights the net increase in public bays that Hesperia are delivering for the City and how an appropriate supply of public parking is maintained throughout the planning and development phase of the project.

The Avenue Public Parking

- The Avenue (at-grade)
- The Avenue (multi-storey)

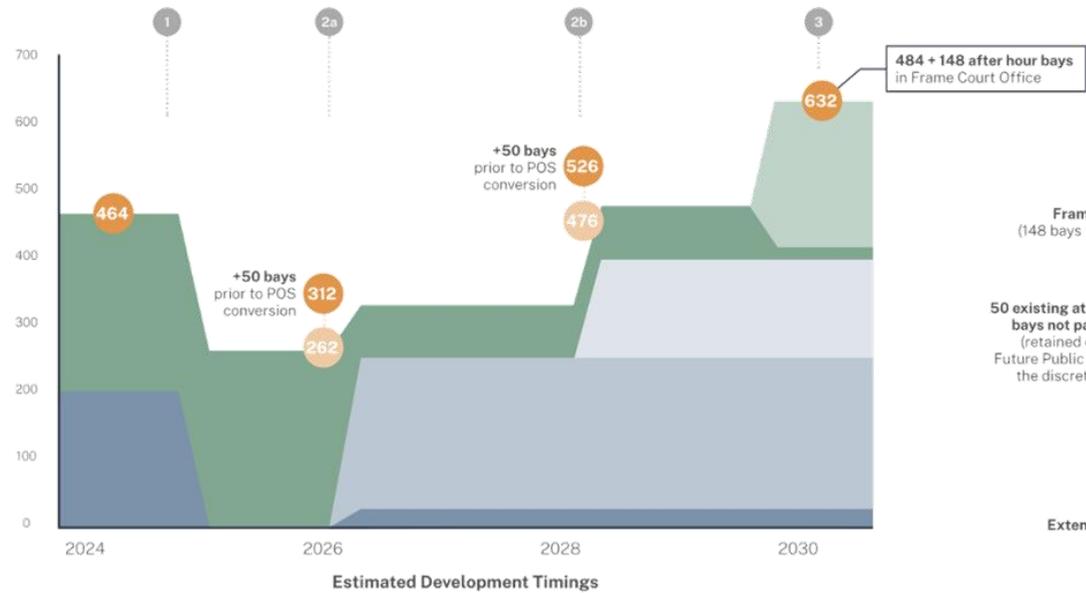
Frame Court Public Parking

- Frame Court (at-grade)
- Frame Court (multi-storey)
- Frame Court Office (after hours)

Construction Timeline

- 1 **Stage 1** - Construction begins on the Frame Court multi-storey Parking and Frame Court Office.
- 2a **Stage 2a** - Frame Court Carpark is completed, construction transitions to The Avenue North development.
- 2b **Stage 2b** - Frame Court Development is completed.
- 3 **Stage 3** - The Avenue North Carpark is commissioned and construction begins at The Avenue South development.

Total Public Bays Available

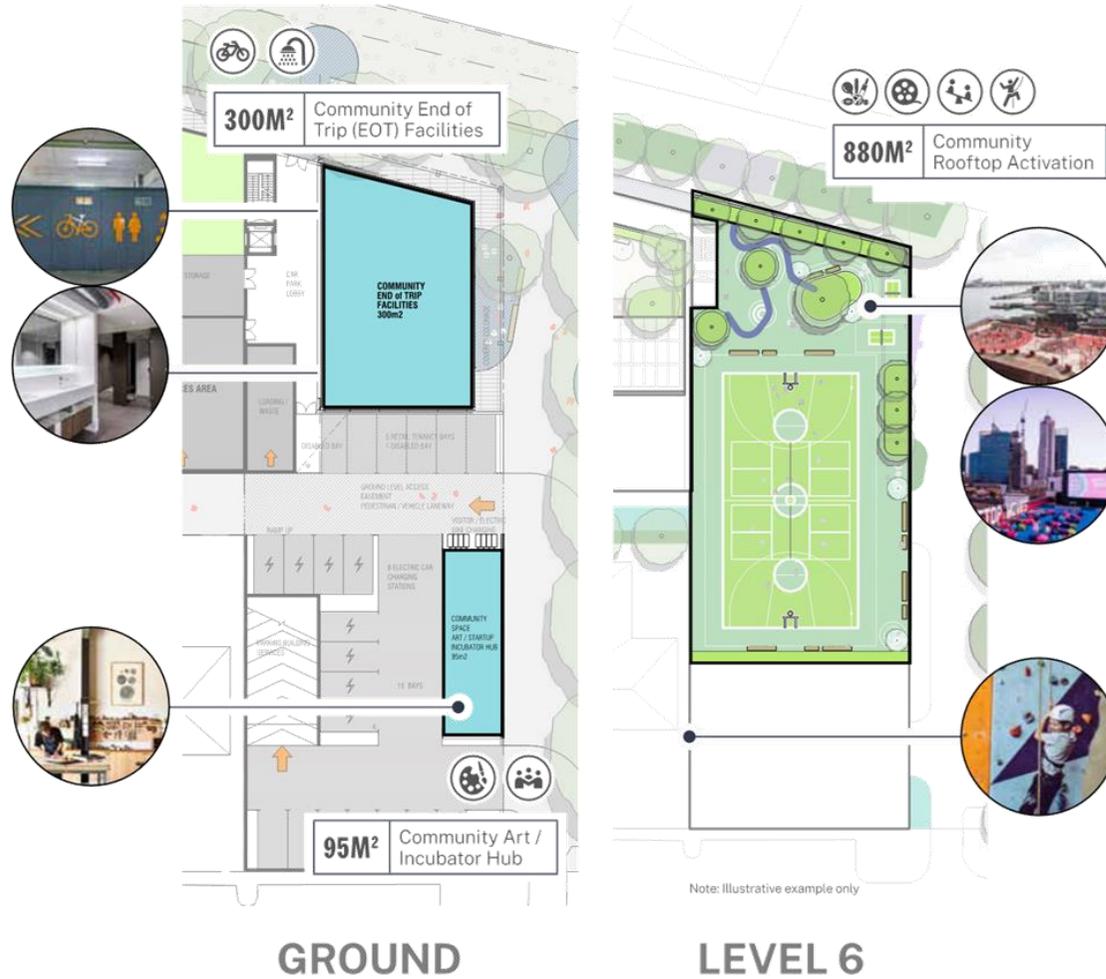


CIVIC AND COMMUNITY SPACES

Approximately 1,275m² of community civic spaces are proposed to be returned to the City under Freehold (Green Title) ownership as part of the Frame Court public carpark.

EOT Facilities	300m ²
Community Art / Incubator Hub	95m ²
Active Rooftop	880m ²
Total (est.)	1,275m²

FRAME COURT PUBLIC CARPARK



PUBLIC SPACE, PLAZAS AND LANEWAYS

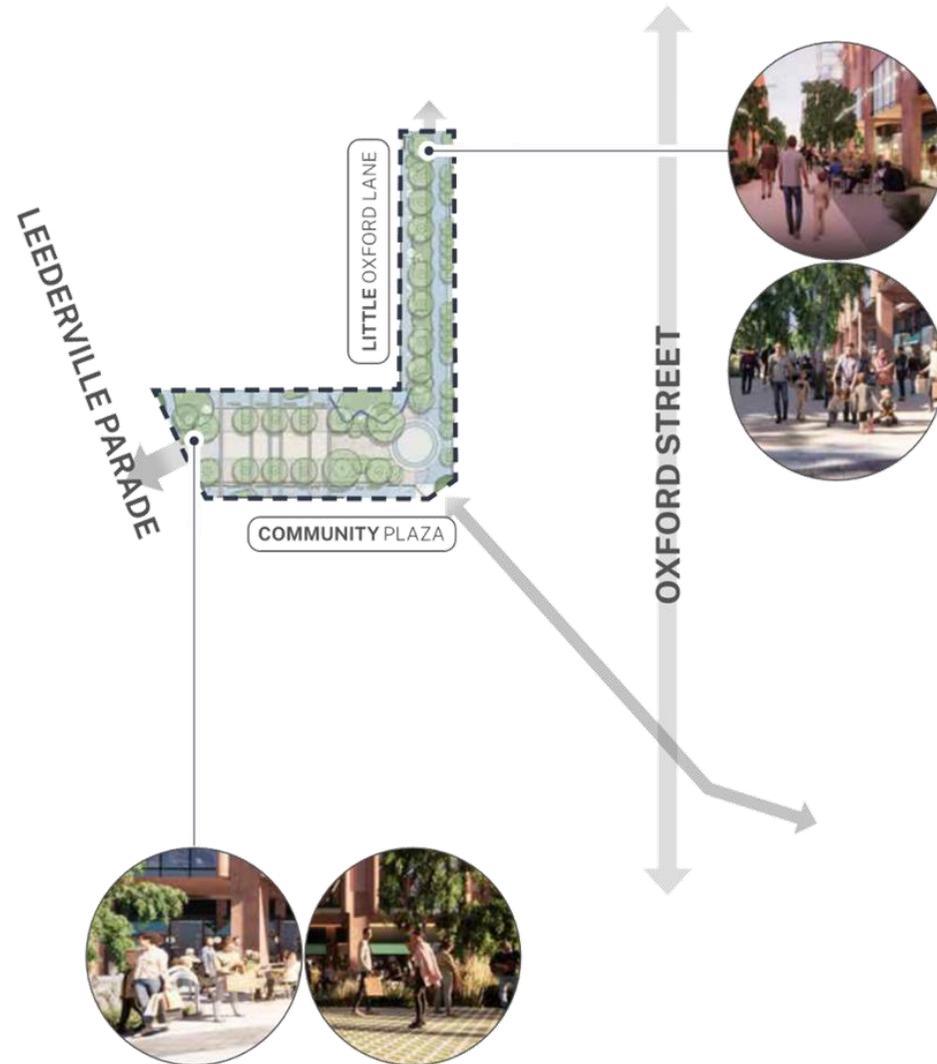
THE AVENUE

Civic spaces have been used throughout the masterplan as tools for building separation and pedestrian connectivity. A large Community Plaza forms a green buffer between the residential tower in the south and the commercial tenancies to the north.

Existing linkages of Little Oxford Lane and the Infrastructure Corridor connecting the site to Oxford Street are also strengthened by the development. With the intention of creating many new opportunities for pedestrian movement throughout the precinct, we intend for these spaces to function as smaller plazas for the public and to be developed through high quality hard and soft landscaping.

All civic spaces will adopt Water Sensitive Urban Design (WSUD) principles and relink Leederville to its past as a connected wetland and ecological system, supporting healthy tree canopy and cool, nurturing spaces for everyone.

THE AVENUE	2,079m² of Public Realm
Public Realm ceded back to the City of Vincent includes:	
Little Oxford Lane (est. 526m²)	
<ul style="list-style-type: none"> • Low speed pedestrian friendly environment providing quality landscaping and breakout spaces for adjoining retail uses. • Facilitates single way car access through The Avenue site and maintains accessibility to existing Oxford Street retail tenancies. 	
Community Plaza (est. 1,553m²)	
<ul style="list-style-type: none"> • Facilitates western/eastern movement into and out of the Town Centre with connection to the Principle Shared Path. • Accommodates a number of short term parking bays at-grade for retail use. 	



PUBLIC SPACE, PLAZAS AND LANEWAYS

THE AVENUE



Community Plaza and Little Oxford Lane
Conceptual Artist Impression

PUBLIC SPACE, PLAZAS AND LANEWAYS

THE AVENUE



Community Plaza
Conceptual Artist Impression

PUBLIC SPACE, PLAZAS AND LANEWAYS

THE AVENUE



Little Oxford Lane
Conceptual Artist Impression

PUBLIC SPACE, PLAZAS AND LANEWAYS

THE AVENUE



PUBLIC SPACE, PLAZAS AND LANEWAYS

FRAME COURT

The proposed new development at Frame Court will be embraced by several existing and future public spaces as well as critical new pedestrian laneway linkages. The two ground floor tenancies primarily front onto the future Public Open Space, featuring a colonnade that wraps around the majority of the development. Future linkages have been considered between the site and the new EG development where The Frame Court Extension provides a landscaped transition space between both developments.

We will look to work with stakeholders to develop a strategy for the Water Corporation Infrastructure Corridor forming a connecting green spine throughout the precinct. Proposed lanes and parks will work in concert with this spine and offer integrated and activated features such as linear play spaces, informal seating areas, creative & flexible performance spaces, shady tree canopy and integrated water management zones that also support urban biodiversity and cooling.

Public art will be integrated to create a dynamic and stimulating environment across the precinct.

FRAME COURT	1,208m² OF PUBLIC REALM
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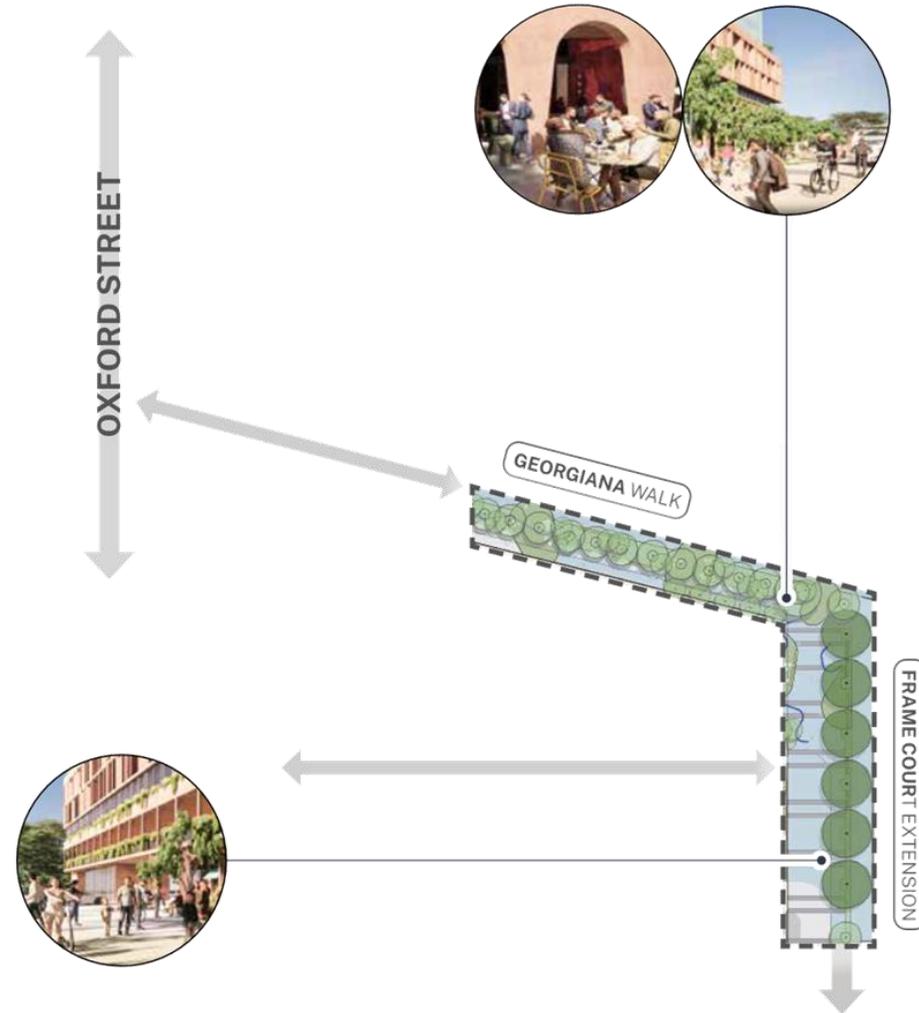
Public Realm ceded back to the City of Vincent includes:

Georgiana Walk (370m²)

- Pedestrian friendly environment providing quality landscaping and tying into the existing access link to Newcastle Street.
- Provides a key connection from the public carpark into the Town Centre, allowing buffer from the adjacent Water Corporation infrastructure corridor.

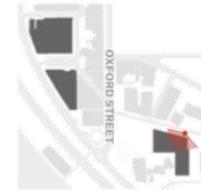
Frame Court Extension (838m²)

- Landscaped interface between adjoining development and facilitates access to the public carpark and at-grade parking.
- Provides a logical future connection to Newcastle Street/future development to the North.



PUBLIC SPACE, PLAZAS AND LANEWAYS

FRAME COURT



PUBLIC SPACE, PLAZAS AND LANEWAYS

FRAME COURT



Georgiana Walk
Conceptual Artist Impression

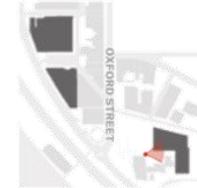
PUBLIC SPACE, PLAZAS AND LANEWAYS

FRAME COURT



PUBLIC SPACE, PLAZAS AND LANEWAYS

FRAME COURT



YMCA HQ Interface
Conceptual Artist Impression

LANDSCAPING PROVISION

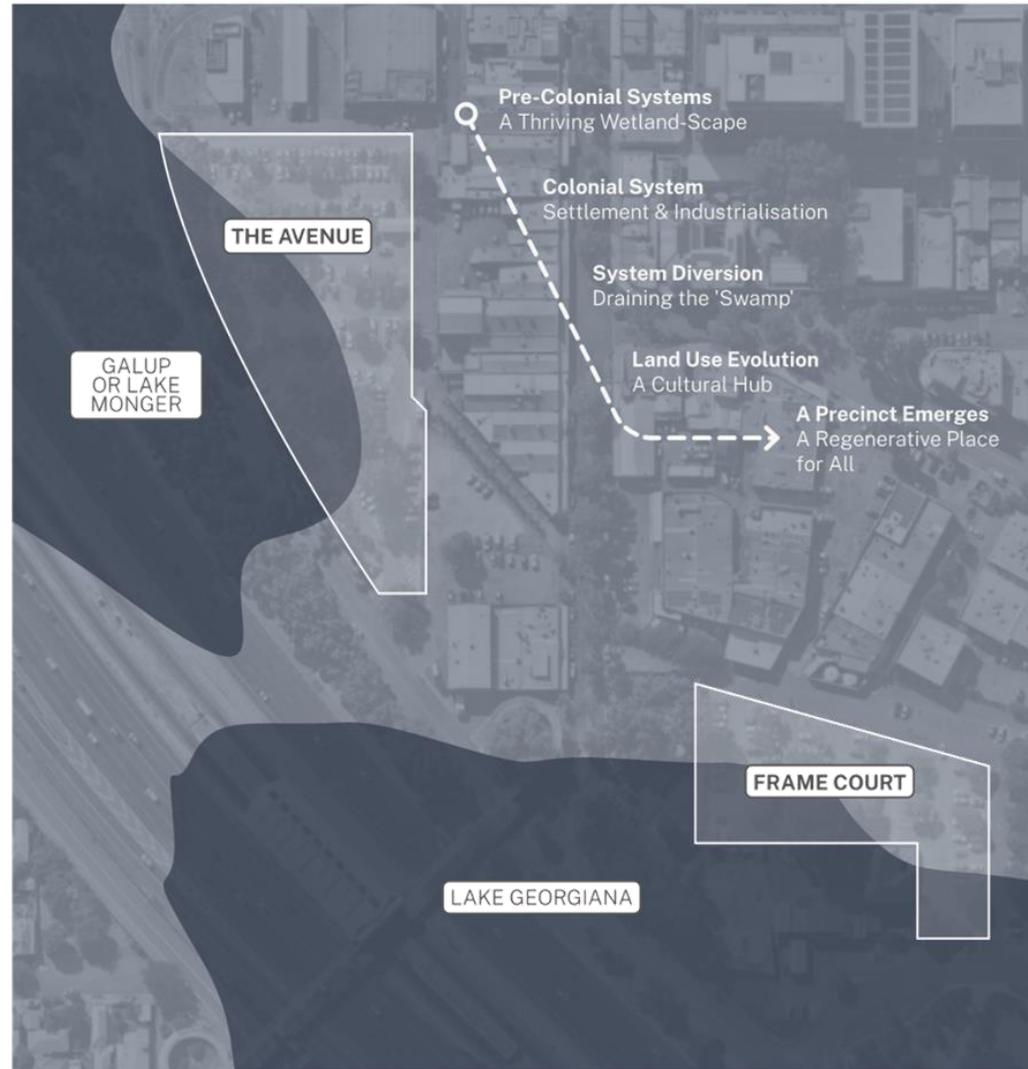
SITE HISTORY

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

The Avenue and Frame Court sites are located upon this network and would have been an incredibly biodiverse ecosystem; a seasonally inundated landscape of melaleucas, sedge and other wetland species together with the interconnected web of fauna that they supported.

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

Revealing a rich water history becomes a strong design element for Hesperia's Proposal and is an opportunity to incorporate this into an Urban Centre for the Leederville community.



LANDSCAPING PROVISION

FRAME COURT

THE AVENUE



Frame Court Illustration

The Avenue Illustration



LANDSCAPING PROVISION

THE AVENUE

Ground Floor

- 1 Landscaped entry marker with key wayfinding plantings.
- 2 'The Avenue' upgraded laneway for vehicle and service entries to development and neighbouring lots.
- 3 Little Oxford Lane providing access for pedestrians and vehicles, integrating with adjacent tenancies and connecting to the Community Plaza.
- 4 Network of multi-purpose bio-swales (blue-green infrastructure) that captures, retains, purifies and reuses rain and stormwater.
- 5 Trafficable grating providing connection over bioswales, link larger green spaces, generate pleasant microclimates and provide spaces for cultural program, play and ecology.
- 6 Short term parking areas with permeable paving feature.
- 7 Community Plaza referencing site histories, providing key hub as a place of urban gathering and connecting into the heart of Leederville.
- 8 Activated and enhanced urban infrastructure corridor with spaces for urban gathering at a variety of scales and connecting to adjacent laneways and tenancies.
- 9 Existing trees retained, protected and enhanced.



LANDSCAPING PROVISION

THE AVENUE

Level 4 (Avenue North) and Level 3 (Avenue South)

- 1 Tenancy outdoor spaces with seating and shade provision.
- 2 Communal outdoor space with integrated internal/external productive plantings, gathering places and kitchen.
- 3 Landscaping with significant planting zones and mature trees.
- 4 Private outdoor alfresco spaces.



LANDSCAPING PROVISION

THE AVENUE

DESIGN WA DEEP SOIL AREA (DSA) MINIMUM REQUIREMENTS

SITE AREA 9,099m²

REQUIRED DEEP SOIL PLANTING
 15% of site area in order to achieve Development Incentives for Community Benefit. (i.e. 5% more deep soil area above what is required by CoV Built Form Policy Part 1, Clause 5.1.3) 1,365m²

DSA PROVIDED BY HESPERIA

DEEP SOIL PLANTED AREA 756m²
 PERMEABLE PAVING 151m²
 TOTAL DSA ON GROUND 907m²

ADDITIONAL REQUIREMENTS

DEEP SOIL AREA SHORTFALL 458m²
 ADDITIONAL PLANTING ON STRUCTURE REQUIRED 916m²

ADDITIONAL PLANTING ON STRUCTURE

LEVELS ONE-FOUR 865m²
 LEVEL FIVE 936m²
 TOTAL ON STRUCTURE PLANTING 1801m²

TOTAL PLANTING

TOTAL DSA + PLANTING ON STRUCTURE 2717m²

100% additional DSA provided by Hesperia, equating to 30% of total site area

DESIGN WA MINIMUM TREE REQUIREMENT

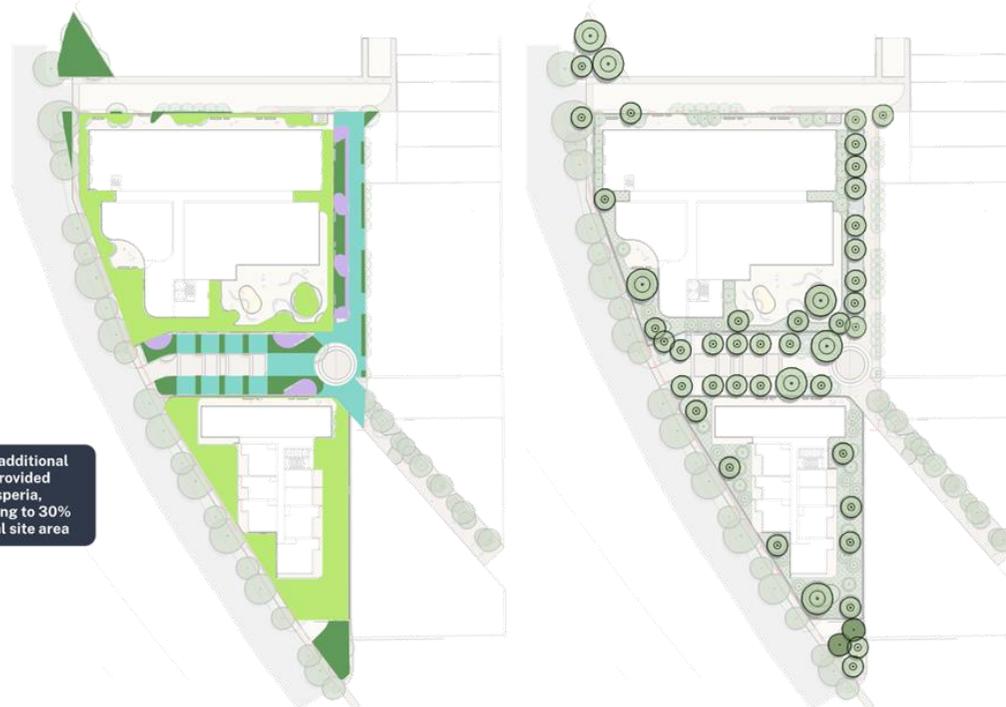
TREES REQUIRED
 Double amount of trees are required in order to achieve Development Incentives for Community Benefit. (i.e. twice the amount of trees required by Clause A3.3.5 of R Codes Vol. 2)

2 x Large Trees	
40 x Medium Trees	
Small Trees to suit area	

TREES PROVIDED BY HESPERIA

LARGE	7 (3 x On-structure)
MEDIUM (2x Existing Retained)	40 (12 x On-structure)
SMALL	70 (41 x On-structure)

More than double the required number of trees provided by Hesperia



DSA Provision

- Deep Soil Area
- On-Structure Planting
- Permeable Paving (Grate)
- Permeable Paving (Paver)

Tree Provision

- Proposed Medium Tree
- Proposed Large Tree
- Existing Large Tree

All small trees and all off-lot trees showed greyed out for clarity.

LANDSCAPING PROVISION

FRAME COURT

Ground Floor

- 1 Activated and enhanced urban infrastructure corridor with spaces for urban gathering at a variety of scales.
- 2 Ability for the City of Vincent to create future Public Open Space (POS) integrating with adjacent POS, referencing site histories and providing key passive recreation space. Featuring playgrounds, community productive gardens, gathering places, BBQs, shelters and integrated WSUD.
- 3 Network of multi-purpose bio-swales (blue-green infrastructure) that captures, retains, purifies and reuses rain and stormwater.
- 4 Laneway integrating with adjacent YMCA HQ and skate facilities. Also providing connection with Frame Court Extension and adjacent development.
- 5 Trafficable grating providing connection over bioswales, link larger green spaces, generate pleasant microclimates and provide spaces for cultural program, play and ecology.
- 6 Frame Court Extension providing landscaped interface to adjoining development and connection to future development to the North.
- 7 Existing trees retained, protected and enhanced.

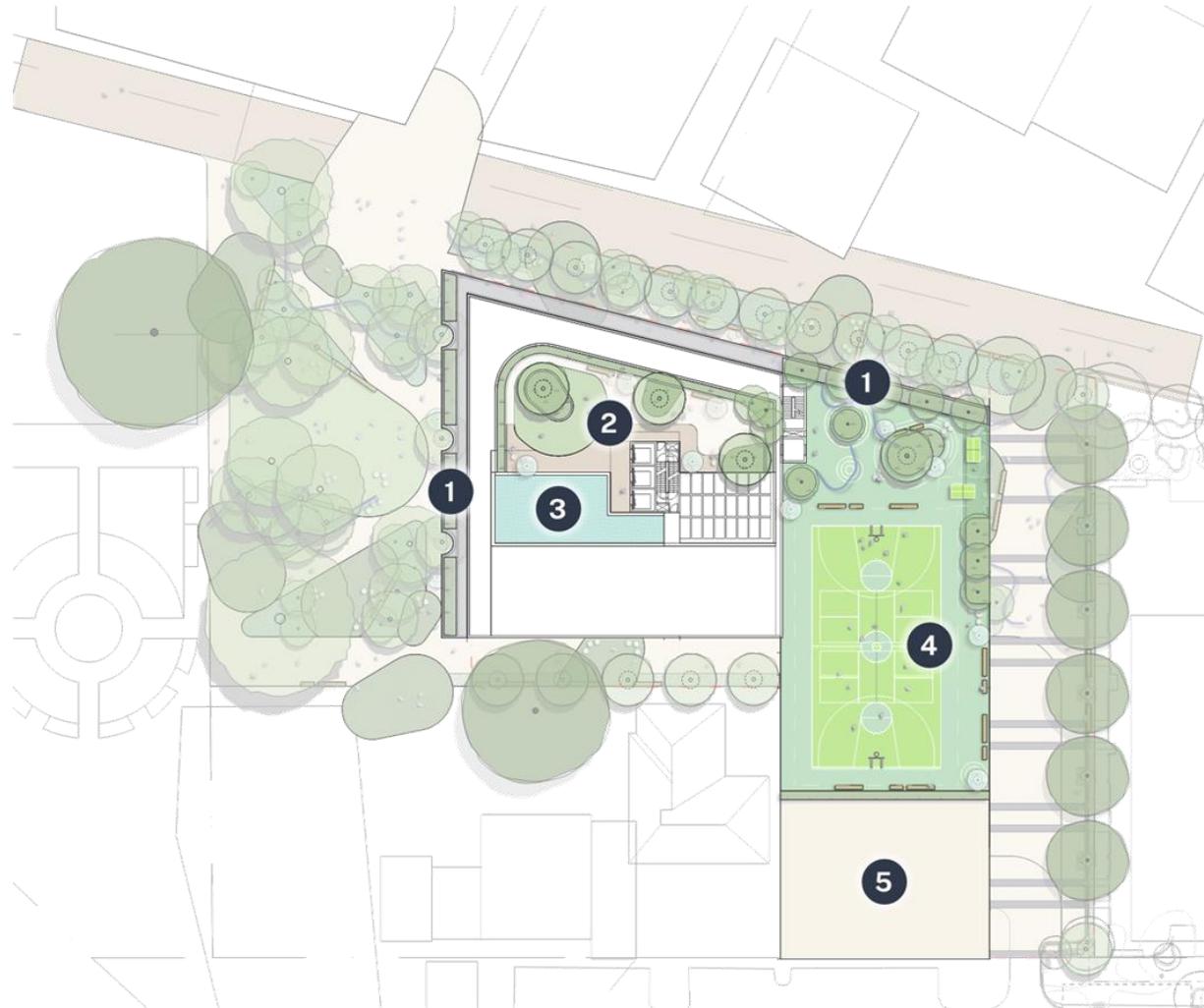


LANDSCAPING PROVISION

FRAME COURT

Roof Terrace (Level 15) and Active Rooftop Space (Level 6)

- 1 Multi-level landscaped facade with integrated planting zones and mature trees.
- 2 Office outdoor space with integrated internal/external productive plantings, gathering places, lawn and kitchen.
- 3 Office recreation facilities.
- 4 Active community urban rooftop play space complementary to YMCA and skate facilities.
- 5 Services and plant area located behind green wall/trellis planting.



LANDSCAPING PROVISION

FRAME COURT

DESIGN WA DEEP SOIL AREA (DSA) MINIMUM REQUIREMENTS

SITE AREA 4,391m²

REQUIRED DEEP SOIL PLANTING

15% of site area in order to achieve Development Incentives for Community Benefit. (i.e. 5% more deep soil area above what is required by CoV Built Form Policy Part 1, Clause 5.1.3) 659m²

DSA PROVIDED BY HESPERIA

DEEP SOIL PLANTED AREA 323m²

PERMEABLE PAVING (20%) 64m²

TOTAL DSA ON GROUND 387m²

ADDITIONAL REQUIREMENTS

DEEP SOIL AREA SHORTFALL 272m²

ADDITIONAL PLANTING ON STRUCTURE REQUIRED 544m²

ADDITIONAL PLANTING ON STRUCTURE

LEVELS 01 + 02 98m²

LEVELS 03, 04 + 05 261m²

LEVEL 06 137m²

LEVEL 15 (ROOF TERRACE) 169m²

TOTAL ON STRUCTURE PLANTING 661m²

TOTAL PLANTING

TOTAL DSA + PLANTING ON STRUCTURE 1052m²

DESIGN WA MINIMUM TREE REQUIREMENT

TREES REQUIRED

Double amount of trees are required in order to achieve Development Incentives for Community Benefit. (i.e. twice the amount of trees required by Clause A3.3.5 of R Codes Vol. 2)

2 x Large Trees

16 x Medium Trees

Small Trees to suit area

TREES PROVIDED BY HESPERIA

LARGE (6x Existing Retained) 7

MEDIUM 22 (4 x On-structure)

SMALL 25 (13 x On-structure)

60% additional DSA provided by Hesperia, equating to 24% of total site area

More than double the required number of trees provided by Hesperia



DSA Provision

- Deep Soil Area
- On-Structure Planting
- Permeable Paving (Grate)
- Permeable Paving (Paver)



Tree Provision

Proposed Medium Tree

Proposed Large Tree

Existing Large Tree

All small trees and all off-lot trees showed greyed out for clarity.



Key Terms – The Avenue and Frame Court Car Park Redevelopment

The key terms are outlined below:

1	Legal Effect	The Heads of Agreement would be a non-binding agreement and would not constitute an obligation binding on any party.
2	Process	The process would involve the following steps: <ol style="list-style-type: none"> 1. the City gives public notice of the Business Plan following approval of Council; 2. after receiving submissions, the Council decides whether or not to proceed with the proposed transaction outlined within the Business Plan; and 3. the parties negotiate and endeavour to agree and execute the transaction documents.
3	Proposal	The proposal submitted by Hesperia during the expression of interest process undertaken by the City, being: <ul style="list-style-type: none"> • the first proposal submitted by Hesperia in response to the Request for Proposal; • the second proposal submitted by Hesperia in response to the Stage 2 Request for Detailed Proposals; • the condensed vision document that will be attached to the Business Plan; and • all supplementary and additional information given by Hesperia to the City.
4	Business Plan	The sale of the land would be subject to and conditional upon the Business Plan process being completed in accordance with the Local Government Act, including the City considering any submissions made and deciding to proceed or not with the transaction as prescribed by the Business Plan in accordance with section 3.59(4) of the Local Government Act.
5	Exclusivity Period	9 month period starting on the date of the last execution of the Heads of Agreement and ending on the first to occur of: <ul style="list-style-type: none"> • 9 months after the Council decides to proceed with the proposed transaction; • the parties concluding that the negotiations have irretrievably broken down; and • such other period as agreed between the parties in writing. <p>During the exclusivity period, the parties agree to exclusively negotiate with respect to the proposed transaction. During the Exclusivity Period the City must not:</p> <ul style="list-style-type: none"> • sell, agree to sell, lease or otherwise dispose of the Land; or • discuss or negotiate a competing proposal with any party.
6	Costs	Each party is responsible for its own costs with respect to the Business Plan process, the preparation, negotiation and execution of the Business Plan and the transaction documents.
7	Termination	A party may terminate the Heads of Agreement if the parties have not entered into the transaction document by the end of the exclusivity period. On termination, each party is released from its obligations under the Heads of Agreement and neither party can claim or seek to recover from the other party any outgoings, liabilities, costs or expenses incurred.
8	Confidentiality	Both parties must keep the terms of the Heads of Agreement, the proposal and the proposed transaction confidential and must not make or approve any communication about it without the prior written approval of the other party. The parties agree that the discussions and negotiations regarding the Heads of Agreement, the proposal and the proposed transaction are confidential and must not be disclosed to any third party without the prior written approval of the other party.
9	GST	GST is payable in respect of each taxable supply made under the Heads of Agreement.
10	Statutory Planning	The development will be assessed against the draft Leederville Precinct Structure Plan.

11	Buyers	<p>There will be three buyers of each parcel of land. The Buyers cannot be changed once described in the Business Plan.</p> <ul style="list-style-type: none"> The Frame Court buyer is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the FC Asset Trust. The Avenue North Lot buyer is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the AN Asset Trust. The Avenue South Lot buyer is Leederville Asset Pty Ltd ACN 669 462 702 as trustee for the AS Asset Trust. <p>Hesperia Property Pty Ltd ACN 641 894 340 will be appointed as the Master Developer for the purpose of procuring that the development is completed by the buyers in accordance with the proposal, and that the development deliverables and the community benefits will be delivered in accordance with the proposal.</p> <p>Hesperia Property Pty Ltd as Master Developer will have a step in obligation to remedy a default by a buyer if the buyer fails to perform any of its obligations. Hesperia Property Pty Ltd and Leederville Asset Pty Ltd ACN 669 462 702 as trustee for Leederville Asset Trust will be granted the repurchase right to purchase the property of the defaulting buyer, provided that any incoming party will be bound and become a party to the relevant transaction documents.</p>
12	Land	<p>The land is sold "as is", "where is" and "with all defects and faults", with no representation or warranty being given. The City will have no liability for any existing contamination, pollution or hazards and the buyer will assume all liability for existing contamination, pollution and hazards.</p>
13	Responsibility	<p>The buyer is responsible for all costs of the development including:</p> <ul style="list-style-type: none"> costs of all applications and approvals; costs of all works (whether before or after settlement); costs of complying with its obligations in the transaction documents; costs of obtaining the City's consent to an assignment, sale or transfer, mortgage or charge. <p>Before land is transferred, the buyer must:</p> <ul style="list-style-type: none"> Make an application to subdivide the land as described in the Proposal. Obtain a subdivision approval. Do the works and obtain the clearances required. Submit a development application to the JDAP and not to the SDAU. Obtain a development approval.
14	Timeline	<p>The Frame Court land must be developed first, unless agreed otherwise. The Avenue North land and The Avenue South land must be developed in that sequence after the Frame Court land, either separately or concurrently, unless agreed otherwise. The Avenue North land will not be transferred until the development of the car park on the Frame Court Car Park Site has been practically completed.</p>
15	Site Possession Date	<p>The site possession date will be four weeks following the buyer providing written notice to the City that it requires vacant possession of the land for handing control over to the builder. The site possession date for The Avenue North lot will not be later than 31 August 2028.</p>
16	Material Commencement	<p>All buyers must achieve material commencement of the development by six months after the site possession date. Material commencement means the construction of the ground floor slab.</p>
17	Local Government Rates	<p>If the buyer fails to achieve practical completion by the agreed timeframe, then to compensate the City for the delay in achieving practical completion, the buyer must pay to the City a daily amount from that date until practical completion is achieved.</p> <p>The daily amount is an amount equal to 1/365 of the estimated annual rates and taxes that the City would be entitled to charge on the development as if completed, having regard to the rates and taxes that the buyer is paying the City at the time.</p> <p>The amount will be payable annually in advance on the same day as when the rates would ordinarily be payable, but subject to adjusting for the actual date of completion.</p> <p>The compensation amount will be capped at an amount to be agreed.</p>

18	Parent Company Guarantee	To secure the performance by the buyer, the buyer will deliver to the City at signing of each lot a parent company guarantee and indemnity on standard terms to be provided by Hesperia Property Pty Ltd or other Hesperia related entities, to the City's satisfaction.
19	Parking Bays throughout Development	<p>The buyers and Hesperia will use their best endeavours to keep any parking bays available to be used by the public for as long as possible.</p> <p>The Frame Court buyer will use its best endeavours to facilitate access to the 50 parking bays (next to the Frame Court land) via Georgiana Walk for use by the public during construction.</p> <p>The buyers of all lots will grant the City a peppercorn gross lease of the land so that the City can continue to use the land for car parking. The buyers and the City must end the lease on the applicable site possession date. The City will indemnify the buyers against all loss, liability etc arising in relation to the grant of the lease and will be responsible for paying local government rates on the land during the term of the lease.</p>
20	Development Deliverables and Community Benefit	<p>Key development deliverables include:</p> <p>Overall</p> <ul style="list-style-type: none"> • A minimum of 484 public car parking bays available to the public 24 hours a day, 7 days a week, unless approved otherwise by the City. • A minimum of 262 public car parking bays available to the public 24 hours a day 7 days per week throughout development, unless approved otherwise by the City. • 5 Star Green Star achieved plus a targeted net zero carbon approach through 80% diversion from landfill and net zero build. • Consideration to a design competition process that the City's representatives would be involved in. <p>The Avenue Site – Overall</p> <ul style="list-style-type: none"> • Retail uses on the ground floor fronting Little Oxford Lane and both northern and southern side of the Community Plaza. • 16 public bays in the Community Plaza to be available to the public 24 hours a day, 7 days a week, unless approved otherwise by the City. <p>The Avenue North Site</p> <ul style="list-style-type: none"> • 217 public bays provided in the multi-use building, with 37 bays at-grade to be available to the public 24 hours a day, 7 days a week, unless approved otherwise by the City. <p>The Avenue South Site</p> <ul style="list-style-type: none"> • Accommodation uses to be provided such as hotel, build to rent or build to sell. <p>Relating to Leederville Precinct Structure Plan Development Incentives for Community Benefit:</p> <ul style="list-style-type: none"> • The Avenue public land provision (Little Oxford Lane, Community Plaza and The Avenue extension) being approximately 2,079sqm noting the additional criteria within the Leederville Precinct Structure Plan Development Incentives for Community Benefit. • Roads, laneways and pedestrian connections to be fully constructed, furnished and landscaped at the cost of Hesperia noting the additional criteria within the Leederville Precinct Structure Plan Development Incentives for Community Benefit. • Timing of transfer and state of land to ensure land is to City standard including ability for ongoing maintenance. • Tree retention and mature trees in deep soil as per Leederville Precinct Structure Plan requirements (unless otherwise approved by the City) or as proposed in the Proposal, noting the mandatory landscaping criteria within the Development Incentives for Community Benefit. • Deep soil provision as per Leederville Precinct Structure Plan requirements (unless otherwise approved by the City or as proposed in the Proposal), noting the mandatory landscaping criteria within the Development Incentives for Community Benefit. • Development site, resulting from amalgamation, greater than 2000m2 noting the additional criteria within the Leederville Precinct Structure Plan Development Incentives for Community Benefit. • Additional Criteria to reach 100 points as per Leederville Precinct Structure Plan requirements within the Development Incentives for Community Benefit for The Avenue South site.

		<p>Frame Court Car Park Site</p> <ul style="list-style-type: none"> • 226 public bays provided within the car park, with 21 bays at-grade, available to the public 24 hours a day, 7 days a week, unless approved otherwise by the City. • Eight EV charging bays on the ground floor, plus the provision of conduit space for cabling to each bay to be funded by Hesperia. • Car park to be 3.5 metres floor to ceiling, rather than floor to floor, or otherwise agreed by the City during the Car Park Design, to consider the car park efficiency, similar to other approved multistorey car parks in the City of Vincent (i.e. 301 Vincent Street, Leederville). • Floorspace of approximately 1,275sqm will be provided within the Frame Court car park or in other locations or by other commercial structures, as otherwise agreed by the City, comprising of the below and to be provided at the cost of Hesperia: <ul style="list-style-type: none"> ○ Community/art incubator hub – approximately 95sqm. ○ Community end-of-trip facilities including public toilets – approximately 300sqm – fit out. ○ Community rooftop active space – approximately 880sqm. <p>Frame Court Development Site</p> <ul style="list-style-type: none"> • 25 public bays provided in the Frame Court extension area to be wholly owned by the City and available to the public 24 hours a day, 7 days a week, unless otherwise approved by the City. • Mix of uses to be provided are to be as per the Proposal (unless otherwise approved by the City) and include: <ul style="list-style-type: none"> ○ Office. ○ retail uses on the ground floor fronting Georgiana Walk, Frame Court POS, and YMCA. <p>Relating to Leederville Precinct Structure Plan Development Incentives for Community Benefit:</p> <ul style="list-style-type: none"> • Frame Court public open space provision (Georgina Walk and Frame Court extension) being approximately 1,208sqm noting the additional criteria within the Leederville Precinct Structure Plan Development Incentives for Community Benefit. • Roads, laneways and pedestrian connections to be fully constructed, furnished and landscaped at the cost of Hesperia noting the additional criteria within the Leederville Precinct Structure Plan Development Incentives for Community Benefit. • Timing of transfer and state of land to ensure land is to City standard including ability for ongoing maintenance. • Tree retention and mature trees in deep soil as per Leederville Precinct Structure Plan requirements (unless otherwise approved by the City) or as proposed in the Proposal, noting the mandatory landscaping criteria within the Development Incentives for Community Benefit. • Deep soil provision as per Leederville Precinct Structure Plan requirements (unless otherwise approved by the City) or as proposed in the Proposal, noting the mandatory landscaping criteria within the Development Incentives for Community Benefit. • Additional Criteria to reach 100 points as per Leederville Precinct Structure Plan requirements within the Development Incentives for Community Benefit.
21	Frame Court Car Park	<p>Frame Court buyer will construct a car park on the Frame Court Car Park Site for the City. The cost to construct the car park is estimated to be approximately \$20.4 million (excl. GST) as at the date of the proposal. No cost escalations can be passed on to the City.</p> <p>To achieve economies of scale, to minimise the overall construction periods, to minimise the period when parking bay numbers will be impacted and to minimise impacts on the amenity of the area during construction. The works for the development on the Frame Court Development Site must commence before practical completion is reached on the Frame Court Car Park Site, unless otherwise agreed by the City.</p> <p>The car park is to be constructed as described in the Proposal. Before the Frame Court land is transferred, the buyer must:</p> <ul style="list-style-type: none"> • Agree with the City the car park design to the level of detail required to submit a development application. • Agree with the City the car park design to the level of detail required for inclusion in the building contract.

22	Frame Court Before Settlement Timeframe	<p>The estimated timeline is as follows:</p> <table border="1" data-bbox="485 271 1246 562"> <thead> <tr> <th>Component</th> <th>Timing</th> </tr> </thead> <tbody> <tr> <td>Application to subdivide</td> <td>Nov-24</td> </tr> <tr> <td>Obtain a subdivision approval</td> <td>Feb-25</td> </tr> <tr> <td>Subdivision works and clearances and creation of lots</td> <td>Jul-25</td> </tr> <tr> <td>Agree with City the car park design required for submission of a development application</td> <td>Nov-24</td> </tr> <tr> <td>Obtain development approval</td> <td>Jan-25</td> </tr> <tr> <td>Agree with City the car park design required for inclusion in the building contract</td> <td>Jun-25</td> </tr> <tr> <td>Enter into building contracts</td> <td>Oct-25</td> </tr> </tbody> </table> <p>If the buyer does not complete the before settlement obligations by 31 March 2027, then, subject to the step in obligation and the Hesperia repurchase right, the City may terminate.</p> <p>The timeline will be adjusted where:</p> <ul style="list-style-type: none"> the grant of an approval is subject to unusual or onerous conditions compared to what would have been reasonably anticipated by a contractor exercising good industry practice; and the City is delayed in granting approvals beyond a timeframe that would be reasonably expected by a contractor exercising good industry practice. 	Component	Timing	Application to subdivide	Nov-24	Obtain a subdivision approval	Feb-25	Subdivision works and clearances and creation of lots	Jul-25	Agree with City the car park design required for submission of a development application	Nov-24	Obtain development approval	Jan-25	Agree with City the car park design required for inclusion in the building contract	Jun-25	Enter into building contracts	Oct-25
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23	Frame Court Security	<p>To secure the performance by the buyer, the buyer will deliver to the City at settlement of the Frame Court Development lot:</p> <ul style="list-style-type: none"> A bank guarantee in the amount of \$4.5 million. The bank guarantee will reduce to \$1 million when the car park to be constructed on the Frame Court Car Park Site is certified to be at 50% completion. The bank guarantee will be returned on practical completion of the car park. Collateral warranties whereby the builder extends to the City the benefit of all duty of care, warranties and representations given to the buyer and the benefit of all rights in relation to defects and the rectification of defects. <p>If the buyer fails to achieve material commencement of the car park by the agreed date, subject to the Hesperia Repurchase Right, the City can require the buyer to transfer the Frame Court Development lot back to the City for no consideration and to reinstate the land to a vacant lot condition at the buyer's cost.</p>																
24	Frame Court Easement	<p>At practical completion of the car park development, the City will grant the buyer an easement for vehicle and pedestrian access for purposes to enable access through the car park to the parking area of the building to be developed on the Frame Court Development Lot, via the first floor of the car park.</p> <p>If at any time the City is able to provide alternative vehicle and pedestrian access to the building to be developed on the Frame Court Development lot, the area of the easement will be amended to reflect the alternative access to be granted to benefit the Frame Court Development lot, and the initial easement area will be released.</p> <p>No fee will be payable for the grant of the easement, but the City will be entitled to be reimbursed reasonable costs associated with the easement.</p>																
25	Frame Court Office Building Car Parking	<p>The buyer will grant access to the City and the public by way of a management and/or licence agreement to the four levels of the car parking area of the office building on the Frame Court Development lot after 17h30 on business days and at any time on weekends.</p> <p>It is anticipated that there will be approximately 148 bays. No fee will be payable for this right, but the buyer will be entitled to be reimbursed reasonable costs associated with the parking arrangement. The City may charge the public fees to use this parking area.</p> <p>This right will apply for 40 years from practical completion.</p>																

26	The Avenue North Car Park Lease	<p>The buyer will grant a first right of refusal for the City to enter into the car park lease. Prior to the buyer entering into a lease of the car park with any person, it must provide the City with the first right to enter into the car park lease on the terms offered by the other person.</p> <p>If the City does not elect to enter into the car park lease on those terms, the buyer is permitted to enter into a lease of the car park with any party provided the lease is on no less favourable terms.</p> <p>If the City does elect to enter into the car park lease, then the City and the buyer will conclude the car park lease in terms of which the City will rent and operate the car park. The City will have the right to input its own operator to operate the car park. The City will have the right to determine the car parking fees at its discretion.</p>										
27	The Avenue North Car Park Restrictive Covenant	<p>At settlement a restrictive covenant will be created under section 129BA of the Transfer of Land Act and registered at Landgate providing for the following:</p> <ul style="list-style-type: none"> • The buyer must not undertake any development of The Avenue North lot unless that development includes a car park containing not less than 217 bays. • The car park may only be used for purposes of a public carpark for 40 years. • Prohibiting aggressive behaviours by the car park operator, such as wheel clamping; • Prohibiting the charging of different fees to customers visiting different tenancies. 										
28	The Avenue North Before Settlement Timeframe	<p>The estimated timeline is as follows:</p> <table border="1" data-bbox="485 734 1246 875"> <thead> <tr> <th>Component</th> <th>Timing</th> </tr> </thead> <tbody> <tr> <td>Application to subdivide</td> <td>May-26</td> </tr> <tr> <td>Obtain a subdivision approval</td> <td>Aug-26</td> </tr> <tr> <td>Subdivision works and clearances and creation of lot</td> <td>Jan-27</td> </tr> <tr> <td>Achieve practical completion of Frame Court car park</td> <td>Jan-27</td> </tr> </tbody> </table> <p>If the buyer does not complete the before settlement obligations by 31 July 2028, then, subject to the step in obligation and the Hesperia repurchase right, the City may terminate.</p> <p>The timeline will be adjusted where:</p> <ul style="list-style-type: none"> • the grant of an approval is subject to unusual or onerous conditions compared to what would have been reasonably anticipated by a contractor exercising good industry practice; and • the City is delayed in granting approvals beyond a timeframe that would be reasonably expected by a contractor exercising good industry practice. 	Component	Timing	Application to subdivide	May-26	Obtain a subdivision approval	Aug-26	Subdivision works and clearances and creation of lot	Jan-27	Achieve practical completion of Frame Court car park	Jan-27
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29	The Avenue North Security	<p>If the buyer fails to achieve material commencement by the agreed date, subject to the Hesperia Repurchase Right, the City can require the buyer to transfer the lot back to the City for no consideration and to reinstate the land to a vacant lot condition at the buyer's cost.</p>										
30	The Avenue South Before Settlement Timeframe	<p>The estimated timeline is as follows:</p> <table border="1" data-bbox="485 1261 1246 1368"> <thead> <tr> <th>Component</th> <th>Timing</th> </tr> </thead> <tbody> <tr> <td>Application to subdivide</td> <td>May-26</td> </tr> <tr> <td>Obtain a subdivision approval</td> <td>Aug-26</td> </tr> <tr> <td>Subdivision works and clearances and creation of lot</td> <td>Jan-27</td> </tr> </tbody> </table> <p>The timeline will be adjusted where:</p> <ul style="list-style-type: none"> • the grant of an approval is subject to unusual or onerous conditions compared to what would have been reasonably anticipated by a contractor exercising good industry practice; and • the City is delayed in granting approvals beyond a timeframe that would be reasonably expected by a contractor exercising good industry practice. 	Component	Timing	Application to subdivide	May-26	Obtain a subdivision approval	Aug-26	Subdivision works and clearances and creation of lot	Jan-27		
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31	The Avenue South Security	<p>The Avenue South lot buyer will pay the City a cash consideration of \$10 million plus any applicable GST. This is payable on the earlier of:</p> <ul style="list-style-type: none"> • Settlement; and • 31 July 2029. <p>The cash consideration will from 31 October 2028 and on the first day of every quarter thereafter, increase by CPI until the cash consideration is paid.</p> <p>The Frame Court buyer will provide a guarantee and indemnity in relation to the payment of the cash consideration by The Avenue South buyer on the due date.</p>										

Summary of Submissions:

Support – Total number of submissions – 173	
1.	Support the proposal it makes sense in many ways as those carparks are too expansive take away from the Leederville streetscape, additional retail/f&b and public space will only add to the cosmopolitan vibe of Leederville. I especially love the community rooftop spaces, little oxford st and lane concepts and the integration of the YMCA.
2.	I support increased density near the city and areas with excellent public transport such as Leederville. I support meaningful public spaces
3.	In favour - with the proposed growth in population, Leederville needs to improve/increase its community infrastructure.
4.	looks impressive. well done.
5.	I am extremely supportive of this proposal! Leederville needs further activation and any large spaces of land that can be redeveloped to invoke life into this area is greatly needed. As a City of Vincent resident who only comes into Leederville to maybe pop into the IGA, I'd love to see further development and activation in these derelict areas. This may well and truly win me back into Leederville!
6.	I love it and think this is just what Leederville needs.
7.	Looks good.
8.	I think it is a great idea to develop this part of Leederville and integrate more living and community areas. Especially the sport aspect is a really great initiative. One excellent activity in urban settings is to incorporate a climbing wall. It works really well with vertical architecture and large mural themes. Here are a few examples of urban settings where rock climbing walls have been integrated to good effect: https://www.nordarchitects.dk/bananna https://parktropa.com/our-works-en/climbing-walls/ https://tcl.net.au/projects/scarborough-foreshore-redevelopment https://melbournearcritic.wordpress.com/2015/06/30/wilson-avenue-urban-bouldering/ .
9.	What a great solution to a number of problems. Great use of space by building up to put all those car spaces on a smaller footprint, greater height and density given the excellent transport links and the need for more housing, more usable open space.
10.	Looks great! A prime site for development whereby the current proposal will help the current pressure on the housing market.
11.	Fantastic opportunity to see the Leederville Town Centre continue to grow into a vibrant, inclusive and activated space which will rival town centres across the country.
12.	I am highly supportive of the Major Land Transaction. Excellent to see the City enacting their longstanding plan for redevelopment of the car parks.
13.	Visionary and well-considered proposal. Complimentary to existing amenity and established areas within Leederville. Will bring new uses to Leederville which should contribute to a more dynamic and sustainable area.
14.	The proposed transaction appears to be good value - retaining and in some ways enhancing the car parking offering. Bringing more office workers and residents to the area will help keep Oxford Street alive, and the cash payment will no doubt be useful to Vincent.
15.	I support development of car parks to increase Perth population density.
16.	The initial plans look very promising and it's good to see the land being utilised in a better way than just as an open air car park. Its good that the new higher density development will add space and amenity to the Leederville town centre without destroying the Oxford Street fronting shops with bring the character to the area.
17.	Support the major land transaction. This an appropriate pathway to unlock very under-utilised and undervalued land to achieve a necessary level of density and development in an ideal location adjacent to a high amenity area and town centre, in close proximity to the CBD and the Leederville train station.
18.	As a long time resident of the City of Vincent, frequent visitor to Leederville and participant in the Imagine Vincent process I pledge my support for this critical project and the proposed business plan.

Summary of Submissions:

Support – Total number of submissions – 173	
19.	Great - 100% Support this for Leederville.
20.	Well considered. Well needed.
21.	Would be great to see something activate this area for the community - seems a better use than carparks.
22.	As someone that has grow up in West Leederville and worked across multiple venues on Oxford street I am excited for multi residential to open up the opportunity for more residence enjoying this inner city suburb.
23.	I fully support the transaction of these parking assets to facilitate high quality development by the team at Hesperia.
24.	This is great way to move the Village Centre forward. The leadership of Hesperia is exceptional.
25.	I think it's a great idea to have more parking and it looks to be far better secured too.
26.	I support the business plan. It is the exact opportunity that is required to turn Leederville into a true activity centre.
27.	The Project sounds like a great opportunity to further improve a key area of Perth that is enjoyed by members of the community.
28.	A business plan is highly advisable to guide future development of these two important sites which will be a positive game-changer for the Leederville TC.
29.	Very supportive of it.
30.	This is a good design outcome for Leederville and the surrounding precinct, focused on pedestrian experience and placemaking. The developer, Hesperia have delivered multiple high quality developments throughout the surrounding area which all positively contribute to Leederville and it's users.
31.	I am very happy to see change and rejuvenation into this area.
32.	Fantastic! great opportunity to reinvigorate the area.
33.	Looks fantastic! This would be a great outcome for Leederville. Please ensure this happens.
34.	The vision provides good opportunity for improvements of the laneways and activation of the area which would add value to businesses and provide increased amenity to the community who engage with the site and surrounds.
35.	Excellent idea.
36.	The proposed development will provide a great public amenity and a huge improvement on a rather unappealing area of West Leederville.
37.	I am extremely supportive of the development plans as they will undoubtedly add to the vibrancy of Leederville. I would implore the City of Vincent and Hesperia to centre all plans around people, not cars. Pedestrianised streets, laneways and town centres are the lifeblood of a safe, vibrant and enjoyable neighbourhood.
38.	I support the proposal, provided the design is of the highest quality and provides excellent street level amenity. At grade parking is not the highest and best use of the land.
39.	Fantastic and fully support this, with no loss of parking bays and an increase after 5:30pm this is ideal.
40.	With its proximity to the train station this plan for the Leederville town precinct presents an important and appropriate opportunity to increase density and improve amenity.
41.	Great initiative that sees town centre land redeveloped and adding significant amenity while protecting overall parking expectations long term.
42.	Overall love the proposal. Increased parking would help with current parking issues. I really like the active rooftop/ cultural space, community space (please don't lose this). Love the laneways.
43.	I support the business plan.
44.	I think it's a good use of the space.
45.	I am wholly in support of something happening with the Leederville carparks - it's time! Good work on moving forward with your plans.
46.	I think this is exactly what Leederville needs to bring some life and culture back into the suburb. I live locally and often struggle to find reason to go to Leederville, so I believe this injection of retail and hopefully hospitality spaces will breathe new energy into the area.
47.	I think the plans look fantastic and activate parts of Leederville that are sorely underutilised. Additional commercial offices and residential apartments will help to keep Leederville busy. Hopefully this helps support the retail strip outside of peak hours.

Summary of Submissions:

Support – Total number of submissions – 173	
48.	This is an exciting prospect for both Perth and Leederville. I look forward to seeing it come to fruition.
49.	Very supportive of this business plan. This will be transformational for Leederville
50.	Glad there is no reduction in car parking spaces given the multi-story carpark. Public open space looks like a fantastic addition to the community. Development will help revitalise the south-end of Leederville.
51.	This project is essential to maintain the vibrant nature of Leederville in to the future.
52.	Absolutely all for it, will be so great for Leederville and revitalise the town.
53.	I support the proposed development.
54.	I'm excited to see additional development in the area. This is going to improve the vitality of the area and be good for business and increase the general amenity for ratepayers.
55.	The proposal looks great. Have always thought Leederville needed more parking so the additional lots will make a big impact! The precinct is being revamped and it's fantastic to see.
56.	I think it will be great to revitalise what is essentially a forgotten area of Leederville and get the most use out of the space. It will also bring more life to the businesses that are a bit on the outer of the Leederville precinct.
57.	Increases food & beverage outlets, to make it a community hub with a lot of vibe. Late night options etc. Parking available still.
58.	I'm in support.
59.	I am supportive of this plan and glad to see the city starting to capitalise on opportunities within our area. We need more room for people to live, more investment into the built form and greater activation of our streets.
60.	Exciting much needed development for Leederville.
61.	This is truly a fantastic and exciting proposition. Living in West Leederville, just across the Fwy/Train line barrier, my young family and I regularly walk into Leederville for dining and retail options. This redevelopment will facilitate far more options which is excellent. The pedestrian linkages from the Leederville Parade/Vincent Street traffic lights to Oxford Street (i.e. cutting through the carpark) is dangerous and not a pleasant experience. This will greatly improve amenity within the precinct. With the ABN Building redevelopment and the activation of Electric Lane, Hesperia have already demonstrated a commitment to transforming Leederville – and I am pleased they are involved in this place shaping development. I am also very excited by the opportunity to expand the public open space/green space adjacent to the existing playground off Oxford Street. Great work by the City.
62.	Fully support the proposal for development of the existing carparks to provide critical mass in the Leederville Town Centre.
63.	Hesperia proposal promotes significant community benefit under the Leederville Precinct Structure Plan. The Community/art incubator hub, end-of-trip facilities and rooftop active space particularly will be an invaluable addition to the Leederville landscape. The Frame Court proposal providing additional free parking on the weekend and after work hours is a fantastic idea and will encourage locals and the wider community into the area supporting local businesses.
64.	Supportive of the business plan.
65.	Leederville has done well but the parking situation is untenable. Thumbs-up for revitalisation and optimising the precinct.
66.	great to see Leederville becoming more developed and increasing in density. would like to see better diversity of shops and services in the area
67.	Great plan!
68.	Positive.
69.	I like the plan, as I feel it will make Leederville more walkable and attract more people to Leederville.
70.	I am a supporter of the Leederville Town Centre redevelopment as proposed by Hesperia.
71.	A good mix of development that would add much needed vibrancy and density to ensure the precinct remains the lively place that it once was.

Summary of Submissions:

Support – Total number of submissions – 173	
72.	Great redevelopment coming! Good thinking about additional parking space, community facilities and recreation space.
73.	It is a great activation of very underutilised space within the city of Leederville.
74.	Great progressive move by the council.
75.	I would like to express my strong support for the City of Vincent's Leederville Precinct Structure Plan (LPSP) and the proposed business plan for the redevelopment of The Avenue and Frame Court car parks. The vision outlined in the LPSP resonates deeply with the unique character and vibrant atmosphere that Leederville currently embodies. The thoughtful approach to creating a thriving, sustainable local village while preserving its cultural and natural elements is commendable. The emphasis on a cohesive mixed-use hub that integrates residential dwellings, retail spaces, commercial offices, and recreational areas aligns perfectly with the evolving needs of the community. Furthermore, the strategic focus on high-density development around transport nodes reflects a forward-looking mindset that will undoubtedly contribute to the continued growth and vitality of Leederville. This endeavour promises to enhance Leederville's appeal and I wholeheartedly encourage its realization for the benefit of residents, visitors, and the broader community.
76.	Great idea.
77.	As a local rate payer & urban designer...I applaud the Town of Vincent's approach for this redevelopment! As it ensures that the business plan is totally wedded to a creative and urban outcome, which is both do-able & the "best" way forward for this important part of our city. I think the success of this proposal, will also become an excellent case study for others to follow & be inspired by. Right people & Right Team & Right site. A lot of "Rights".
78.	Very supportive of the proposal. Very high-quality development of underutilized land immediately adjacent to an active centre and metropolitan train station. Well done to all involved.
79.	As a frequent visitor to Leederville, I strongly support the vision and detail shown and described in the Concept and Vision report.
80.	The plan would be a fantastic outcome for Leederville and is very much needed for the area.
81.	I like it.
82.	As someone who visits the Leederville Town Centre regularly, I am supportive for the sale of the car park land for redevelopment
83.	The business plan looks sound and timely to support the provision of housing in strategic urban locations. This will have a significant net positive effect on Leederville and its urban character.
84.	It looks fantastic and will bring a much needed additional parking to the Leederville commercial area while also developing and using up some space in an exciting and innovative fashion.
85.	I support development of under-utilised land, particularly land that is located near transport and employment nodes. If development provides a net economic benefit to the city, I believe that is a good outcome for all.
86.	As a regular patron of the Luna Cinema in Leederville, I often struggle with parking options. Upgrading the parking amenity in Leederville is long overdue. Hesperia has an impeccable track record in property developments, and this business plan, is no different. I strongly support the proposal.
87.	This project should proceed for the betterment of the area.
88.	This is a sound business plan with positive outcomes for the community in the short and long terms. The plan to retain the current feel of Leederville coupled with a unique, vibrant and youthful atmosphere with this development will be a great move by the city.
89.	Great ...timely and quality upgrade to a tired area. Impressive plans with excellent mix.
90.	I can see that you have done your best to ensure minimal disruption to the businesses in the area, Obviously, there will be disruptions with a development of this magnitude but the benefits to the area will be worth it.
91.	I really support the idea of more density in and around the freeway and train station. This will give a kick start to a vibrant node.
92.	This development will Transform West Leederville into a vibrant community bringing a diverse mix of new businesses and residents into the area that aligns with the overall Leederville precinct structure plan.

Summary of Submissions:

Support – Total number of submissions – 173	
93.	This development presents a very positive outcome for Leederville. Whilst adding to its commercial appeal, it seems to be sensitive enough to also retain the uniqueness of Leederville's local village and connected laneway appeal.
94.	Good initiative and welcome the changes here.
95.	The plans are exciting and the proponents track record for delivery is a good thing for the proposal and for Leederville.
96.	I think this is a great idea as will alleviate the parking shortage Leederville and will help to revitalise the town centre, attracting commuters and visitors to the local businesses.
97.	Looks like a positive outcome
98.	The concepts are excellent and will revitalise an area that has been wasted for many years without losing the parking. It will add more depth to Leederville entertainment areas and shopping areas which I believe have been in need of upgrade for some time. Will encourage me to come back more often to Leederville.
99.	Exciting.
100.	Supportive.
101.	Great start to revitalise an underutilised area. Making sure that the activation and public realms are perfect or this may turn into another east Perth. Making sure there is enough dwellings, offices and mixture of businesses to have 24/7 activation rather than 9-5. Having cohesive architecture rather than multiple landmark towers to create a sense of place rather than the building screaming at you.
102.	Very supportive of the plan. Provides a good mix of proposed uses and activation spaces, and is respectful of the areas existing charm.
103.	This is a great proposal to continue the gentrification of the Leederville Town Centre with Hesperia the market-leading proponent to deliver this project.
104.	In support of the proposal, it will increase activity and amenity in Leederville.
105.	The plan seems well thought through and I support the proposal. It will help revitalise Leederville. It will help small businesses thrive and create a positive and dynamic town centre.
106.	Plan looks great - would welcome the change.
107.	I believe that the business plan / concept for the Leederville town centre is entirely appropriate for this area and represents a far better use of the available land and the City's assets than is currently the case. I support the project because it does not impact on the heritage values of Oxford Street and it leaves the City with an ongoing asset and income stream for the benefit of future ratepayers.
108.	Looks great and part of the revitalization of Leederville. Hesperia deserve support given their track record of well designed projects.
109.	I support the land transaction as it will pour new life into an under utilised area. Being so close to the CBD, we need to develop these areas and create more mixed use developments.
110.	Very supportive of this proposal.
111.	Amazing opportunity for urban renewal in a already great precinct.
112.	I work very close to Leederville so I am really pleased and excited to hear that there might be apartments available to buy in the future. I currently have a long commute and would jump at the chance to stay closer. As I am on the Joondalup line I use the train station daily so hoping an upgrade to that is also included in the remit.
113.	A new development would bring further life to the area and create a greater hub for entertainment.
114.	The business plan looks very favourable for the city and local community! Congratulations to all involved, I'm in full support of this business plan. I support the height bonus, 14 storeys is not too high in this location being on the freeway and 30 min walk into the city. Medium density housing over urban sprawl any day. It will be fantastic to see additional space in Leederville for offices and residential. The parking concerns raised by the community, in my view are negligible. Parking will be managed well and net parking is increasing post development. I fully support the parking management plan. This is an exciting opportunity for Leederville.

Summary of Submissions:

Support – Total number of submissions – 173	
115.	Looks great.
116.	A brilliant, thoughtful proposal. Bringing activation and density to an appropriate location.
117.	Look forward to the new buildings adding to the skyline, better laneways and open spaces to come with the development proposal, which will ultimately further contribute to the Leederville's activation and ambience.
118.	I think it is a awesome idea, the Oxford street strip is the heart of Leederville and the city of Vincent. Considering there is not a lot of parking and is really quite. I think it is great. Get people in and next step is to redevelop Oxford street strip.
119.	In favour.
120.	<p>In favour. Recent research for the Property Council of Australia (WA Branch) into what makes successful Transit Oriented Developments highlights the need for proactive Local Government and private sector partnerships and identifies 12 key principles for planning and implementation. Having reviewed the City's Business Plan and associated advertised documents we would like to offer our support for the proposal as it represents great potential and meets the 12 key principles for success. We feel this approach should be the benchmark for Perth and look forward to seeing the vision become a reality.</p> <p>In May 2023, Taylor Burrell Barnett were commissioned to provide a Transit Orientated Development (TOD) report on behalf of the Property Council of Western Australia. Amongst other objectives, the report aimed to identify optimal locations for TODs within the Perth Metropolitan Region.</p> <p>The report concluded that Leederville was listed as the top priority location for TOD, this was based on a rating of the following elements:</p> <ul style="list-style-type: none"> • Housing: dwelling diversity and affordability. • Movement: accessibility via public transport and cycling infrastructure. • Amenities: existing amenity available to support higher density development. • Employment: level of employment opportunities and diversity. • Urban Ecology: urban tree canopy, places of activity and heritage. <p>The Leederville Precinct Structure Plan prepared and endorsed by Council for determination by the WAPC supports significant intensification which is in direct support of TOD.</p> <p>Based on the findings in our report, we are highly supportive of the land transaction proceeding in order to facilitate successful TOD within Perth.</p> <p>The proposal selected by Council responds to the 12 key principles identified in our research as the main factors associated with successful TOD in the following ways:</p> <ol style="list-style-type: none"> 1. Integrated urban land use - By replacing the at grade car park areas with a new palette of mixed land uses, the redevelopment proposal will enable higher value uses which will activate the land and provide a consolidation of the town centre for transit-oriented purposes. 2. Rich diversity – Leederville is a Secondary Centre in the Metropolitan hierarchy and it is therefore imperative that the current dynamic mix of retail, civic uses, restaurants, bars, and residential dwellings is maintained and expanded in order to provide the diversity and 'buzz' which support great transit catchments and destination and as well as origin patronage. The diversity of land uses also supports day and night, peak and off-peak travel patterns to fully utilize the investment in the rail and bus systems. 3. Sensible scale and density - The scale of the development with a mixture of modest towers on podium and a sensitive transition from midrise to high rise is appropriate in the context of the secondary centre and an inner urban transit node within 4 kilometres of the capital CBD. 4. Caters for pedestrians and bicycles - The proposed new laneways and pedestrian connections will be fully constructed, furnished, landscaped and initially maintained by the proponent. This together with planned end of trip facilities will reinforce the opportunities for TOD, optimize accessibility and support active transport movement through the centre. 5. Maximizes connectivity - The development is as close as practicable to the rail station and bus network, as well as other urban activities and therefore maximises connectivity for those residents, workers and visitors who do not own or seek to use their private vehicles. The repurposing of large expanse of former car park areas and the introduction of new vehicular and pedestrian links will enable greater connectivity to optimize movement synergies between the train station and destinations within the town centre.

Summary of Submissions:

Support – Total number of submissions – 173	
6.	Superior commuting experience - Local strategic planning documents recognise the need for Leederville to support growth, with high density residential development being focused on proximity to train stations and along high frequency bus routes. This focus is embodied in the mixed-use development proposal which will support journeys to and from the town centre for residents, workers and visitors alike.
7.	Increased sustainability - Accreditation for 5 Star Green Star is proposed plus a targeted net zero carbon approach through 80% diversion from landfill and net zero build which will support whole of life living and support active transport and the potential for additional public transport mode share opportunities for new residents and workers in the town centre.
8.	Liveable destination - The current dynamic mix of retail, civic uses, restaurants, bars, and residential dwellings in the town centre will be supported by the ultimate population of the new residential and hotel accommodation and expanded through the additional contemporary office, retail, food and beverage land uses this proposal will provide. In addition, a community art and incubator hub, active rooftops space open to the public and entertainment venues will strengthen the liveability aspect and attract visitors with the opportunity to utilize the public transport system.
9.	Healthy streets and public spaces - The proposed concept includes community spaces, activated laneways and new public realm which will increase the amount of green space in the location and make the town centre more accessible and walkable, particularly for patrons of public transport.
10.	Avoids expanses of open carparks - The proposal develops a large expanse of ground level parking bays which have dislocated and impeded the connectivity of the town centre. The proposal does not diminish the commercial and financial need for parking, indeed there is a slight net increase, but provides an improved urban design and architectural response to this, by sleeving the tenant and public parking within the mixed-use podium and providing for a free-standing decked parking station which is designed to be in scale with the surrounding development, thus not impeding the pedestrian network and walkability of the centre.
11.	Original Character and community values- The town centre has great potential to accommodate higher density development and a high-quality public realm, whilst retaining the existing Town Centre character. The proposal represents a respectful and sympathetic design solution which will support Leederville's distinctive feel whilst developing a unique, vibrant, and youthful atmosphere. The proposal provides an effective interface with adjacent heritage and character buildings including the YMCA HQ adjacent to the Frame Court site.
12.	Embraced by the community - Whilst the current proposal is advertised for public comments it is clear that there is general support for intensification in the town centre and in proximity to the train station as a result of extensive community engagement and feedback received through the development of the Precinct Structure Plan and Design Leederville campaign. There is also a very active Town Team called Leederville Connect which embraces change and provides stewardship to ensure ongoing placemaking and community participation in key activities and events. This strength of place is essential for great TOD outcomes. We trust that this submission will be considered as Council debates the ongoing revitalisation of the Town Centre and the opportunities for a great TOD outcome that this proposal represents and which will act as a new benchmark for Perth and potentially Australia.
121.	I am in agreement. Leederville absolutely needs more parking to attract people to the area.
122.	Fantastic proposal.
123.	This is a wonderful plan and badly needed to revitalise Leederville.
124.	We keep our eye on residential projects as we're in the process of downsizing. Leederville could be a good choice for us and this project sounds like it will be a good injection of life into the town centre. I look forward to seeing how this rolls out.
125.	As long as the parking roll out is staged I think this is a good idea.
126.	The proposal and business plan appear very positive for the City. In fact there appears to be much to gain with no substantial downsides. Hesperia have a great record in Vincent of producing exactly the kind of outcomes that are targeted in the Business Plan, and which we need more of: a increase in greenspace balanced with ample parking, more retail and other amenity, and daytime worker population to support new and existing town centre businesses.
127.	Excellent proposal.

Summary of Submissions:

Support – Total number of submissions – 173	
128.	'the business plan makes sense for the significant beneficial outcomes to the masterplan + proposal. a great outcome for: - Community - parking still retained - safe active spaces at night with passive surveillance (current carpark late at night for staff is not always safe) - active frontages for stronger legibility.
129.	I think the plan is great, and long overdue. It will revitalise that area that is currently under utilised, provide more parking yet use the land that is currently only car park for so much more.
130.	This is a great initiative by the City of Vincent and they have chosen an excellent partner in Hesperia to head the way on the developments.
131.	I believe the business plan will be a positive impact in Leederville. My partner and I are new to Perth and are living in Leederville, so far we are loving it . I think the additions would make the atmosphere of Leederville even better.
132.	Very keen to see this proposed development go ahead.
133.	Creating a multi-story carpark to allow for better pedestrian and community space is a much better outcome and use of this area.
134.	I think the area is underutilised and this proposed plan will assist in providing residential apartments for inner-city living, whilst providing more amenity and office space. Leederville is such an up and coming area and more people will assist in making this a vibrant place to live and work.
135.	Great outcome for Leederville and the City of Vincent.
136.	As a resident of the City of Vincent, I believe the proposed development is a very welcomed addition to the area, and provides a great balance of activating underutilised land in a key area for local economic growth, while managing potential risks in relation to traffic and parking. The proposed mix of uses, and footprint of the development, seems appropriate for the locality.
137.	This is a great project for Leederville. Has been a long time coming.
138.	I support this proposal and believe it'll lead to significant positive outcomes for Leederville.
139.	Fully support this development and the revitalisation of the urban centre.
140.	Business plan looks amazing and will be so beneficial to the growth of Leederville as a significant place in Perth.
141.	I support this business plan.
142.	Hesperia has perfectly captured the vision of Leederville through the proposed design. Infill development will only add to the vibrant town centre and encourage new business to the area. I'm excited to see what the future of Leederville will look like with this new development.
143.	Great initiative for the area. This will really benefit the area, community and surrounding businesses. Can't wait to see it come to fruition.
144.	I fully support this redevelopment. As someone who lives in West Leederville I think this will bring a lot to the community and be an exciting change.
145.	This is an excellent proposal that will greatly improve Leederville Town Centre. The temporary loss of car parking bays should not be the primary focus/key issue that might stop this from happening. More residents and businesses in and near the town centre are needed in order to make the place more self-sustaining and not reliant on so many external visitors that need to drive to and park in the town centre.
146.	Thank you for meeting with us to walk us through the City's major land transaction for Leederville. Your continuing engagement is welcomed and appreciated. We have reviewed the documents, and would like to make the following comments: Carparking <ul style="list-style-type: none"> • It is noted that overall parking levels in the town centre will be slightly improved at completion of the works. • However, during the first construction phase it is noted that parking will not be available at Frame Court for at least 12 months. This is notable as our employees are significant users of the Frame Court carpark (during office hours). • It is noted that the proposed staging guarantees that a minimum of 262 bays will remain available in The Avenue carpark during this period. This staging is supported, and is important to ensure that a minimum level of parking is maintained.

Summary of Submissions:

Support – Total number of submissions – 173	
	<ul style="list-style-type: none"> If the City wishes to offset public carparking on our land (outside office hours), we welcome a conversation surrounding possible options and the funding of any necessary upgrades. <p>Pedestrian Corridor:</p> <ul style="list-style-type: none"> We maintains our commitment to create the previously discussed pedestrian spine along parts of our land. The indicative plans appear to maintain and bolster this possibility, although it is noted that detail has not been provided at this time. We would be pleased to continue discussions regarding the proposed works (and land matters) required to activate this corridor at an appropriate time. It is assumed that delivery of these improvements will remain funded by the developer and/or City.
147.	About time. Looks like a great project and nice to see large amount of public parking retained.
148.	I am supportive of the plans to revitalise Leederville with new facilities.
149.	The proposal looks like it will be great for the area.
150.	The business plan appears to be well thought through, identifying a cost effective process for the City to both achieve a redevelopment of an underutilised area and construction of much needed parking.
151.	I recently relocated to a residence on Newcastle Street, transitioning from Gold Coast, QLD. My time here has allowed me to deeply appreciate the vibrant atmosphere that pervades Leederville, a place that stands out for its rich culture and restaurants. The convenience of being close to the train station further enhances the area, making it a prime location for young individuals like myself to settle in. However, I have noticed that there are moments when the area could benefit from an increased populace and a more vibrant buzz. I believe that the proposed development project can be a golden opportunity to continue to build the atmosphere and culture within the area. Furthermore, I hold a deep admiration for the ABN building and I have faith that Hesperia will once again create something amazing. I wholeheartedly support this development and eagerly anticipate the positive transformations it promises to usher into our community.
152.	Seems a reasonable solution to for business and residential alignment.
153.	Looks like a very good project catapulting Western Australia into the future.
154.	Business plan includes EXTRA parking bays while delivering retail, office and residential tenancies. A no brainer that will revitalize Leederville and ensures it maintains itself as an entertainment hot spot for years to come.
155.	Agree with it.
156.	I support the business plan as proposed.
157.	As someone who has lived in the area for many years I see this redevelopment as a positive way forward. The car park area has remained basically the same for years and years and better use could certainly be made of the space. The fact that there will be more parking overall is a plus. I also like that the will be more opportunity for retail businesses. Over the years, Leederville has become very food centric in terms of bringing people to the area. The opportunity for other retailers would bring me to the area during the day rather than just at night. I also find the car park quite a spooky place at night whereas this development looks as though the area would be more "user friendly" with more people out and about in the area.
158.	I am supportive of the redevelopment of the car parks. The proposed uses will energise the town centre and bring more people in.
159.	The smart using of the land that is just being used for parking is a great idea.
160.	I am supportive of the Leederville Car parks business plan.
161.	Happy for Council to proceed as per the plan. We will all benefit from increased density of housing in this great inner suburb which is close to public transport. The additional ratepayers can provide funds for improved cleaning, maintenance and gardening in the streets of Leederville which are currently very underdone in terms of frequent attention and look very scruffy.

Summary of Submissions:

Support – Total number of submissions – 173	
162.	This visionary proposal will revitalize Leederville, and is critical to enhance the facilities and amenities of the area. Bringing more businesses and foot traffic to the area will improve safety and liveability in Leederville. With Leederville’s close proximity to the city it is essential that the residential offering is increased, and this proposal address that need. Increased residential will have a positive impact on the hospitality scene and vibrancy of the area. It is noted that the proposal will improve the parking facilities which is a great outcome for visitor and workers. As a long term resident I strongly support this proposal.
163.	A well thought through plan and development proposal that will further reinvigorate the Leederville town centre. On paper, it appears to tick all the boxes whilst providing minimum disruption to current town centre amenity. Look forward to see it being implemented in the not too distant future.
164.	As a small business owner and employer in the heart of Leederville for a number of years we wholeheartedly support the proposed redevelopments. This project, alongside the Frame Court proposal, will elevate the centre of the Town and bring in more residents, more visitors and more business - all massive positives and worth getting behind the MLTP. Its great that the Council have been proactive in supporting the redevelopment of the site and future Councillors and leaders of Council should pay heed to the positive benefits that will last generations as Leedy continues to evolve. More development next to the train station and support for getting into and out of the place by anything but a car is supported. Having said that, the fact that a staging of parking numbers has been put forward as part of the proposal is a good thing which will help out those businesses next to us that think they rely on it. or want to just jump down Council's throats. Make sure that is part of planning for the site if the plan goes through. Council should make sure there are more pedestrian crossings on Oxford Street linking the sites - make it friendlier for pedestrians to get to businesses on each side of the street.
165.	This is an extremely beneficial redevelopment for the City of Vincent and the wider Perth community. I support the Business Plan highly.
166.	Support the development of the car park sites.
167.	We fully support the business case and land transaction proposal. We believe that the development will be incredible for Leederville and there are many options to resolve the concerns that don't involve more swathes of parking. We support the shift to better, more sustainable forms of transport; consistent with the Strategic Community Plan and the community's desire for a sustainable city. Perth is not that different to other places, and certainly never will be if we don't implement changes to business as usual. We look forward to seeing the project unfold, and encourage the City to move forward.
168.	A fantastic, forward thinking idea that will improve traction and vibrancy to the city of Leederville.
169.	Very good
170.	In favour We provide this letter of qualified support for the business case for the Leederville car park redevelopment. We recognise that the project has been years in the making, and development of these two sites have been included in plans spanning decades. Leederville Connect not only supports the development of the two car parks but has itself advocated for their development through our own Award Winning User Experience documentation, and have reflected the redevelopment as 'given'. We see this as an exciting proposal to bring more residents, businesses, visitors and activity to our town centre. We also see that this development has the potential to deliver exceptional urban outcomes and an exemplar development approach for others to copy. The proposed business case provides an agreeable financial response that will benefit the ratepayers of Vincent considerably, provided that the development occurs in a timely fashion and disruption to businesses and activities is kept to a minimum. We assume the developer will work with local businesses throughout to support them during construction, per many of the points in this submission. We assume that a significant investment by the City into the Leederville public realm (in areas not included in the development) will also accompany the outcomes over time. We believe this project is essential for Leederville to hold its place as Perth’s best town centre. Leederville is the perfect location for more density and development, and we consider these two highly connected, incredibly amenable sites as thoroughly suitable locations to deliver a large proportion of the City’s density needs, enabling lower scale neighbourhoods to retain their character. We believe the comments received regarding the development proposal should be carefully considered prior to finalising the deal and any associated implementation details, to ensure some of the key outcomes are locked in and not left to negotiation at later stages.

Summary of Submissions:

Support – Total number of submissions – 173	
171.	<p>In favour</p> <p>As a business owner and tenant in the Leederville precinct, we provide qualified support for the major land transaction. Our business works across the state with local Government's undertaking precinct structure planning. We have had to good fortune of working on some relatively high profile precincts including the Canning Bridge Structure Plan and the South Perth Activity Centre Structure Plan.</p> <p>Most structure plans result in a long term transition of a neighbourhood; often resulting in some teething problems as lower scale residential development transitions; 20-storey buildings next to one-storey character cottages are observed and create much frisson in these changing places. Notwithstanding, the need to house many more people in highly serviced and amenable places drives our business philosophy. We avoid all greenfield development, and do not work on projects that underpin continued carbonisation of the planet.</p> <p>Rarely is there an opportunity to provide for additional growth and development in a place so wholly able to deliver it with very limited impact. Leederville is the perfect opportunity to do so, and we absolutely express our support for the proposal in principle.</p> <p>We support the business plan, although would like to see the City and the developer commit to some other outcomes, which will benefit businesses in Leederville in both the short and long term (set out in the Summary of Submissions Comments table below).</p>
172.	<p>In favour subject to alternative temporary parking location being found (as set out in the Summary of Submission Comments below).</p>
173.	<p>We are thoroughly excited by the opportunity for further activation of the Town Centre that is offered through the Leederville Carparks Redevelopment and believe a great outcome can be achieved for all.</p> <p>As owners of key retail tenancy on the corner of Oxford Street and Vincent Street, we want to ensure any redevelopment has a high level of consideration to existing uses and to the greater Town Centre itself, ensuring its ongoing viability and vibrancy.</p> <p>In reviewing the Business Plan and associated vision document, we are confident that a functional, complementary and high-quality design outcome will be achieved. Furthermore, with Hesperia's development experience and ownership interests in the area, we believe they are best placed to deliver this outcome.</p> <p>We are fully supportive of the proposed transaction occurring to facilitate the Leederville Carparks Redevelopment and look forward to working with Hesperia and the City to realise this unique opportunity for the Town Centre.</p>

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
1.	Car parking should be increased further	12	
1.1	More parking would be ideal.		<p>The major land transaction would require Hesperia to deliver a minimum of 484 public car park bays on land that currently provides 464 public parking bays. In addition, Hesperia would be required to make the car parking bays associated with the proposed office development available to the public after 5:30pm and on weekends. It is anticipated that there would be approximately 148 office car parking bays, which would bring the total number of bays to 632 outside of business hours, compared to the 464 currently in place on the land. It is anticipated that there would continue to be a shortage of parking during office hours, but an increase in parking availability after hours and on weekends.</p> <p>Two additional temporary public car parks are proposed during construction, as set out in Attachment 5. These public car parks would remain post construction dependent on demand and the discretion of the landowners.</p> <p>The amount of parking needs to be balanced against the capacity of the surrounding road network. All of the adjoining Loftus Street intersections are at or over capacity and a significant increase to parking during business hours would add to this issue and would not be supported.</p> <p>There is currently a high level of all day office worker parking in the Town Centre during business hours. Vincent would look to manage this all day parking differently post construction to ensure the additional retail, food and beverage demand can be accommodated during business hours. This may involve changing restrictions, availability and pricing on all day parking and developing programs</p>
1.2	Please rethink the amount of extra parking. 20x day and 178x night extra public is not enough. The truth is Perth is known for its driving mentality and it will stay like this for years to come. This proposal is meant to bring vibrancy and development to the area so we need to provision the area to cater for the demand of the people that will utilize the area for years to come. We also need to keep in mind that people will use Leederville as a park and ride as well as workers for local businesses around the area.		
1.3	The plan looks great theoretically, with a greener, more pedestrian and cyclist friendly area. My only concern is a lack of parking as Leederville becomes more popular. Perth people are terribly negative in their thinking when planning a trip and parking is an issue. Please ensure the futureproofing of the area by investing in and guaranteeing plenty of parking, even if it is slightly outside of the Leederville hub.		
1.4	I do like developments that improve the area as long as it doesn't come at too high a cost. 1. is there enough public and private parking (major shortfall now).		
1.5	Major reduction of parking and with the business; private multi storey carparking = paid parking (no 1hr free parking) and local retail and hospitality businesses will be affected.		
1.6	It is well know that both the Federal and State Governments are encouraging higher density housing development as the urban sprawl has reached excessive limits. I am not in favour of the Frame Court development but as it is well placed in proximity to the Leederville Railway station, I accept it will happen. This 232-bay parking area appears to be largely used by all day parkers from 8am to 5pm. I am strongly opposed to most of The Avenue car park being sold off and redeveloped as proposed. The present public parking in and around the Oxford St hospitality area consists of 232 bays in Frame Court. The No. 32 Carpark has 88 all or part-day bays and 182 by-the-hour bays. There are also some 70 bays in Oxford St between Melrose St and Leederville Parade bringing the total to 572. As well there are 148 car bays in the ABN building that are available after hours. On the demand side for parking, there are some 49 plus hospitality venues, restaurants cafes etc. with a sighted and advised seating capacity of near 2250. Added to this the Luna Cinema complex seating hundreds with a suggested patronage of 200. The Leederville Hotel appears to have a license for 2000 and I was advised that you could expect 1000 on a Friday or Saturday night. That totals 3500 and one should allow for walk-ins and public transporters, say up to 20% or 700, leaving 2800 to arrive by car looking for parking. With an approximate 2.6 people per car that equates to 1052 car park bays required but as some people arrive early and leave early, a figure of 800 bays would be required between 6.30 and 8.00 on a Friday or Saturday.		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<p>Given that there are 572 bays available, a demand of 800 means that there is a big shortfall at the present time leading to irritation which is only going to get worse and some people will not bother to come to Leederville.</p> <p>EVENING TRADING A walk down Oxford Street will soon result in an acceptance of Leederville as a popular hospitality destination. Many hundreds at the Leederville hotel, up to two hundred at Luna Cinemas and the dozen or so of the larger restaurants at near full capacity. A high percentage (<80%) arrive by vehicle seeking car parking facility that is saturated and can be frustrating.</p> <p>LUNCHTIME TRADING This is dominated by hundreds of office workers from the vicinity who patronize various venues with Bunn-Me and Tsuke-Bar being standouts. Students are also obvious at times. On Fridays there is a noticeable influx of people about to lunch at the various venues.</p>		to encourage local office workers to utilise alternative forms of transport, rather than driving and parking all day.
1.7	<p>I think the major concern we have is related to parking. It's amazing that there will be the additional 148 bays will be available for the public in the evenings however a lot of businesses in the area also trade 9am -5pm and have a lot of issues with parking being available during the day.</p> <p>Retail, hair and beauty, coffee shops and lunch spots are really struggling with this . I know that with the businesses within our space we massively struggle with clients being unable to find parking often circling around for 15- 30 minutes to find a bay and missing there appointments and having to cancel or reschedule. I have had many conversations with the surrounding businesses and they have the same complaints from patrons. It's a shame because I know we bring in many clients from different locations in Perth and with parking being so difficult and to be honest expensive they only come in to get there services and leave. If it were easier and less expensive they would come in for their services and meet someone for lunch or have a browse in the retail stores which would benefit the other businesses in the area.</p> <p>An additional 148 bays will definitely benefit some of the businesses in the area in the evenings, hopefully there can be some resolution to the businesses struggling with the parking situation between 9-5.</p>		
1.8	<p>I am not against development but this seems to increase traffic and parking problems. I think a bit of brainstorming is needed to come up with and more parking after construction is done. to make it successful development in the long run.</p>		
1.9	The design of the Avenue multi-use building should be altered to include more parking.		
1.10	The design needs to be changed to include more overall parking.		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
1.11	Perhaps consider more parking. Looks like you're not boosting it by much at all. Also, its in the wrong place - The Avenue is a better place to park than the edge of Frame Crt.		See overall response to 1. above. Public car parking is proposed on both the Frame Court site and The Avenue site, with 233 public car parking bays proposed in a multistorey building on the northern portion of The Avenue site.
1.12	I am an owner occupier living within the city of Vincent and I do not support the proposal in the current form. While there would be a marginal net increase in parking spaces it is important to consider that there would be greater restrictions on the vehicles that can access the multi-storey parking. My vehicle is over a standard height and typically multi-story car parks are too low to allow access. This proposal does not guarantee minimum vehicle access requirements and would likely place greater pressure on the already limited street parking in the area.		The proposed car parking includes both open air parking bays (41 bays) and multistorey bays (443 bays). The floor to ceiling height of multistorey car park is set at a minimum of 3.5 metres under the draft Leederville Precinct Structure Plan. The additional temporary public parking proposed in Attachment 5 is also open air.
2.	Overall car parking should not be increased	7	
2.1	I believe that a move towards greater car centric design and car dependency is going in the wrong direction. More work should go towards making the area more pedestrian friendly.		The proposal only marginally increases the amount of parking available during business hours, while ensuring that private office parking is available to the public after hours and on weekends, when the road network can accommodate any additional traffic.
2.2	I don't support having a multi-storey carpark. There are already too many cars in the Oxford St area, and increasing the number of car bays will encourage more people to drive to the area rather than taking public transport, walking or cycling. The more traffic and cars there are, the less pleasant it is to walk and cycle in the area.		
2.3	The area is already a traffic congestion hotspot. How is a proposal focuses so much on car park when you can do much more than that? It is next to a train station, people can come using public transport and active transport. Instead of hoping the car park revenue gives the city income in return, why not provide free CAT services to move people across city of Vincent? My friend lives in north Perth wanted to catch a movie with me after work (I work in Leederville, he found no choice but drive). Providing car park does not bring vibrancy to the centre, provide mobility is the goal. So there you go, I oppose the proposal because parking is not a sustainable development and it will never be future proof.		During business hours there is a slight reduction in the proportion of parking to retail, food and beverage floorspace. There is currently a high level of all day office worker parking in the Town Centre during business hours. Vincent would look to manage this all day parking differently post construction to ensure the additional retail, food and beverage demand can be accommodated during business hours. This may involve changing restrictions, availability and pricing on all day parking and developing programs to encourage local office workers to utilise alternative forms of transport, rather than driving and parking all day.
2.4	We encourage a behaviour shift in how people use their car, advocating for the decarbonisation benefits of reduced car use, improved public health and amenity outcomes, and the opportunity to divert funding away from road building and towards much needed social and community services. We support reducing parking ratios, maximum parking ratios and caps, and is fully supportive of the parking ratios previously presented in the Leederville Precinct Structure Plan (the structure plan). The parking being proposed in the Leederville Car Park redevelopment is still considered excessive for a centre of this location and proximity. Public spending on parking in such a location is unnecessary and does not encourage any form of mode shift. This is a shame given the high frequency services in proximity and the high levels of walking and cycling in the Vincent LGA.		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<p>Based on the City's own assessment of parking provision across the centre (1,500 bays), and some 13.45ha of commercial space at full build out of the structure; if applying a typical shopping centre/commercial rate of between 30 and 50 bays per 100m², the centre should have more than 700 bays in total; instead it has 1,500.</p> <p>We recommend decreasing the final parking provision. Further, parking fees should absolutely be increased in the interim, to recognise the cost to both the community and society of parking and traffic.</p> <p>Instead, the developer may provide cash-in-lieu, which would provide substantial funding to the City to be able to implement a range of public realm and transport improvements; perhaps even paying for the City's own CAT service and other actions from the City's Accessible City Strategy. We supports the development of the car park sites; but notes a strong desire to see reduced parking provided.</p>		
2.5	<p>We would encourage the City to push back on parking, and not increase supply in any way. The supply of parking is contradictory to a good sustainable city, and the ratepayers of the City should not be paying for the provision of bays used by tenants who provide none of their own supply.</p>		
2.6	<p>With increased parking proposed, is there the opportunity to remove the majority of the on street parking on Oxford street and use the parking lane to expand the footpaths for a more walkable main street (ie. wider footpaths for pedestrians, and outdoor tables for restaurants) integrated with garden beds/ vegetation or stormwater raingardens?</p>		<p>This would be considered as part of the future Place Plan for the Leederville Town Centre.</p>
2.7	<p>This is about the Council replenishing the financial coffers (and raising the cost of parking in multistorey structures because it has to pay Hesperia the commercial rent for the parking). The business plan focuses on what the construction of three mixed residential/business/retail buildings will bring to the Leederville centre in terms of the Council's broader planning objectives.</p> <p>What the business plan does not consider is the impact that bringing new cars into the Leederville centre (because more people will be living there and working there) will do to the roads around the centre. They are all one lane either way and no ability to widen them. Oxford Street is already a disaster in the morning if the freeway is clogged (or there's rain during peak hour) with people getting off and running down Leederville Parade or Oxford Street.</p> <p>And turning right from Leederville Parade onto Thomas Road is a debatable proposition before 10am now when there are four or five sets of lights up to the Wellington street intersection and that section of road has to cope with the freeway off ramp and the busses coming off Cambridge Street. People leaving home from one of three new apartment complexes in the morning is not going to help (and not everyone will be on the train).</p> <p>Any additional impact from additional cars on Oxford Street at either end of the working day is going to have an impact on the effectiveness of the number 15 bus route as a reliable public transport option.</p>		<p>The City carried out traffic modelling of the Town Centre as part of the development of the Leederville Precinct Structure Plan. This modelling considered the scale of development included in the Proposed Concept and Vision. The modelling was carried out by Cardno transport consultants and formed part of a Transport Impact Assessment. The Assessment recommended a number of actions, including minimising any increase to business hour public car parking, intersection upgrade and a focus on increasing the attractiveness of walking, cycling, escooter, ride share, public transport in the centre. This proposed major land transaction would not substantially increase the amount of public car parking during business hours (20 bay increase) and include a significant bicycle parking and end of trip facilities. The proposal would also be leveraged to seek</p>

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	What road traffic modelling has been done to consider the impact that an additional amount of living and working opportunities (while great for council coffers) will have on the people that already live here and have to deal with the shonky roads? It will naturally be problematic during construction ... but there are longer term potential impacts. If that is not a part of the Council's remit - when will such traffic modelling be done? And by whom? And how will the modelling be released to the public?		upgrades to the Leederville Train Station and to seek a CAT Bus connection into the Town Centre.
3.	Management of parking and access during construction	8	
3.1	It will be lovely to revitalise the area but what will happen with parking while the sites are under construction - convenient, affordable all-day parking is difficult enough as it is. Will the new bays be affordable for average office workers for whom public transport is not an option.		The management of the available parking and access to businesses was also raised as an essential issue during the consultation period.
3.2	I think a bit of brainstorming is needed to come up with alternate parking options during construction.		It is recommended that a Town Centre wide access and parking management plan be developed for the construction period and beyond.
3.3	The City should seek alternative parking options during the construction phases to assist the public to access the area and patronise businesses.		
3.4	PREDICTIONS ON THE CLOSURE OF FRAME COURT CAR PARK Many of the at present all day parkers will move to the southern part of No. 32 car park where all day parking is at present available. This will put pressure on 32 particularly on Friday lunchtime and Friday/Saturday evening. I do not expect a huge reduction in lunchtime trade, but the evenings will be different. This will be felt for at least one year and the best part of two years. PREDICTIONS ON THE CLOSURE OF THE AVENUE CAR PARK My observation suggests that there is an influx of around 100 vehicles in the lunchtime period. A small percentage, say 20% are for a very short time. In the evenings there is an influx of people heading for the 10 bars and restaurants plus the hotel and the Luna Cinema complex. With the 277 bays gone the aforementioned venues will suffer a reduction in patronage and turnover of near 50%! That will send some of them on a path to corporate undertakers i.e. receiver managers, liquidators and auctioneers and sole traders to bankruptcy. The Good Grocer will be crippled as most of their customers drive in. Similarly, the Luna theatres will also suffer a fall in patronage of well over 50%, perhaps 70 to 80%. - A suggestion for an alternative site for high density development that appears to meet the required criteria is 641 Newcastle St with at least 3500 square metres. It is undeveloped and part of the Met Water land holding.		It is proposed that digital parking signage be provided on Oxford Street, Newcastle Street and Leederville Parade directing traffic to available parking bays. It is proposed that this signage be funded from the cash-in-lieu of car parking reserve. Vincent is currently planning pedestrian and cyclist wayfinding signage, scheduled for delivery in 2024, and this would be adapted by the plan while development occurs on each of the car park sites in turn and on completion of each development. The Leederville Town Centre Precinct Parking Plan is also being developed this financial year and would also be adapted for the construction period and beyond to ensure the most appropriate parking restrictions were in place for each stage of the development.
3.5	We encourage the City to act immediately to enforce parking restrictions, remove all monthly parking permits, and complete formal number plate recognition audits. Given the City has access to very fine grain data on parking in the precinct, comparative to spend in the precinct, it should be relatively simple to determine if the parking being used is linked to the expenditure within the precinct (as a trend rather than an absolute). There is far too much misinformation being shared about the need for parking in Leederville, and we consider the parking to be in oversupply based on comparison rates for shopping centre and precinct based parking provision (e.g. Hillarys Boat Harbour, which also applies a shopping centre type rate). This oversupply has		A significant communications and education program regarding business, parking and access continuity is also proposed. This would include programs to encourage local office workers to utilise alternative forms of transport, rather than drive and park all day.

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<p>the effect of inducing demand for driving into Leederville which is exactly the opposite of what we should be doing. Detailed analysis completed over the coming two years will help to provide an evidence base to the retailers (in particular) that have expressed fears over loss of parking. The City should encourage those traders to be involved in collecting that research. In addition, we believe the following should also be addressed:</p> <ul style="list-style-type: none"> • Improved station signage - such that displays of timing can be seen at the base of the station access. • Bus route signage similar to the above, showing live times of bus connections. • General wayfinding signage. • Detailed variable messaging leading up to the start of construction and during construction to aid in decision making once the precinct is entered. 		Vincent would collect parking and spend data before, during and after construction so that adjustments can be made to maximise access and visitation at each stage of the development.
3.6	In favour subject to:		
3.6.1	<ul style="list-style-type: none"> - Alternative temporary parking locations being found e.g. SIDE, TAFE, Dept of Sport and Recreation, Leederville Oval for patrons and customers of businesses in the vicinity of the Oxford and Vincent Streets - Temporary parking being provided at the Water Corp site 641 Newcastle Street, day and evening - Temporary evening parking being provided at the Water Corp undercroft - Alternative temporary parking locations are listed on the City of Vincent website parking information - All day parking being limited or removed from The Avenue - Assistance is provided to affected businesses through registration/license concessions. 		
3.6.2	<ul style="list-style-type: none"> - Construction workers are prevented from using the Frame Court and The Avenue car parks during the construction period. 		A Construction Management Plan would be required for each build and would stipulate where construction workers could park. It is proposed that they would be bused in from outside of the Town Centre.
3.6.3	<ul style="list-style-type: none"> - Short-term 15 minute bays are provided at The Avenue to facilitate quick pick ups of groceries, prescriptions and takeaways - Adequate loading zones are provided for the delivery of goods during the redevelopment of The Avenue Carpark. 		The parking and access management plan would allocate temporary parking bays and loading bays along the boundary of The Avenue north site, as well as elsewhere in the Town Centre to facilitate the quick pick-ups and deliveries.
3.6.4	<ul style="list-style-type: none"> - The design of the new multistorey carpark on The Avenue allows for a floor to ceiling height of 3.5 m to allow access for smaller goods and service vehicles. 		The floor to ceiling height of multistorey car park is set at a minimum of 3.5 metres under the draft Leederville Precinct Structure Plan.

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
3.7	<p>It is well understood that businesses are concerned about impacts of major changes in Leederville. We will continue to work closely with the City and advocate to the developer on ways to stage and transition development for the least impact during construction.</p> <p>This is likely to include advocacy for the developer to pay for a significant marketing and communications program regarding business continuity, signage and wayfinding during construction and directional signage of parking areas. Signage on approach to the centre from its major car, bus and rail connections will greatly help with decision making on entry. Walking and cycling should be encouraged.</p> <p>Better promotion of the ABN building offpeak parking should be included, and as this current developer has relationships with that building, we would encourage further work between Hesperia and ABN to encourage their own staff to transition away from the car. This could be a wonderful opportunity for ABN to reintroduce shop-local incentives, through the developer, which could be extended to Water Corp and other office workers.</p> <p>We will encourage the developer, and seek support from the City to do same, to undertake incentives for community members to continue to shop and spend in Leederville, through competitions, vouchers and discounts for services in the future development. All of this, if presented properly well in advance of 2025 (the turning of the first sod), will go some way to softening the impact and may have significant long term flow on benefits to the Leederville centre.</p> <p>Business compensation: We understand that a number of businesses may seek compensation through this process due to loss of trade. We recognise this is a realistic concern for those businesses that could be affected, however, this should be considered carefully and for the benefit of the whole community of the City of Vincent.</p> <p>With the existence of Spendmap data owned by the City, data regarding parking through the Easy Park app, and the opportunity to do ongoing reporting of pedestrian footfall through pre, during and post development periods, we assume the City will be able to test these concerns for accuracy.</p> <p>We would encourage the City to undertake detailed Number Plate Recognition studies over the next few years to better understand the origin of traffic, which will enable greater advocacy with the Public Transport Authority for improved servicing and/or targeted education programs.</p> <p>Furthermore, we would recommend that the City approach all businesses to seek more detailed information about their existing revenue and costs, which should be verifiable should they seek compensation. Otherwise, it is possible that the ratepayers and community of the City of Vincent will effectively be underpinning businesses that might otherwise be unviable of their own account.</p>		<p>Agreed. See response to 3. above. All of the suggestions are supported and would be considered as part of developing the parking and access management plan.</p>

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<p>We are fully supportive of the approach to parking laid out in the business case, which is both pragmatic and reasonable, notwithstanding our comments on the design. Having significant areas of our town centre only used for parking is not a good use of our space in Leederville. There is much more that can be done with these spaces, and we also recognise that global research contra-indicates the value to the economy of parking; we understand that parking is an economic cost and not a benefit to businesses and the community at large.</p> <p>We also recognise that the community of the City of Vincent has strongly supported sustainability initiatives, and that this development is an opportunity for the City to provide an example of a steady transition from car-centric to people-centric places.</p> <p>We would like the City to consider the following well in advance of development happening, to enable a smarter transition and much improved approach to parking generally in Leederville:</p> <ul style="list-style-type: none"> - Remove all monthly parking permits in Leederville car parks immediately. We have undertaken our own surveys and found the ongoing all-day parking of (predominantly) Water Corporation staff in reduced cost bays to be completely unreasonable to both the City's ratepayers and the businesses operating in Leederville. These people are essentially incentivised at a rate much reduced from all other users. All these staff have the capacity to shift to alternative journeys; they are generally a well remunerated group who have the capacity to find public transport or active transport solutions, because their journey start and finish time is regular and can be planned. Catering to service workers and casual staff working in the retail and food and beverage sectors with irregular hours should be a far greater priority than this cohort. Many of the all-day vehicles have been observed daily in the same location for extensive periods of observation; it is time for them to figure out alternatives. - Implement much stronger compliance management in the Frame Court parking area and adjacent Leederville Village immediately. Whilst we recognise that some patrons will react to this, we also believe it is important to properly control the parking that already exists, encouraging people to consider alternatives sooner rather than doing so when parking is at a premium during construction and thus blaming the development. - Close the existing drive through between the Frame Court parking area and adjacent Leederville Village private strata development. This drive through is dangerous and contributes to parking 'cruisers' doing bog laps of Leederville. Many drivers who can't find parking in the City's parking spaces simply drive into this strata development and use bays that are allocated to the tenants, thus creating further issues which will surely become worse as parking reduces. Drivers use this drive through as a convenience. Studies show that making driving 'inconvenient' helps to convince people to transition away from private vehicle transport. This is another way to encourage people to mode shift. 		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<ul style="list-style-type: none"> - Bring in the Department of Transport Travel Smart team and work with all major organisations (DLGSC, Water Corporation, SIDE, TAFE, ABN) and smaller office based businesses to present viable local alternatives. In particular, environmental agencies such as Water Corporation should be doing more to decarbonise its staff travel, and greater participation in such programs will be an encouragement to do so. - Seek financial support via the business case deal to provide Transperth SmartRiders to businesses located in Leederville that would have regular usage. - Undertake a program of education with traders regarding the benefits and issues associated with parking. Complete a literature review of economic and social assessments regarding the relationship between parking, trade and user experience and engage with traders. Then, provide support on how to best communicate information about the upcoming developments with patrons. <p>Provide marketing assets and graphics for the businesses to support their ability to encourage mode shift behaviours, well before the development occurs (now!). We would also like to meet with the City to discuss implementation of the above recommended car parking investigations and impact mitigation strategies.</p>		
3.8	<p>The Avenue carpark provide the ability to drop in for 15 minutes to pickup takeaway, a bottle of wine, the chemist, a bottle of milk etc. The reduced number of bays during construction will disincentive people from doing so and instead they will go to other hubs eg. Mount Hawthorn. Businesses of this nature are already experiencing this with the removal of the 1 hour free parking.</p> <p>I am concerned about my staff and customers' safety and accessibility needs having to walk further to the town centre from temporary proposed parking at the Water Corporation. Leederville food businesses do a large amount of UberEats style orders, currently their drivers experience great difficulty getting parking to pick up orders. I've seen this from talking to the drivers and also seeing a large number of them park illegally in private parking, the curb and bus bays.</p> <p>With the current inadequate parking in Leederville causes people to illegally park in the residential parking. I live 750m/10 minute walk from The Avenue Carpark. The street in which I live has 2 hour parking limit yet it is filled with non-residents/non-permit holders overstaying the 2 hours, many who stay all day every day resulting in myself not being able to park. This is an issue at night time as well. The residential parking is not being monitored well, I have called the Ranger many times to check the street without any improvement. I can only see this becoming a greater problem once construction commences.</p>		<p>It is recommended that a Town Centre wide access and parking management plan be developed for the construction period to ensure that safe parking is available for staff after business hours, particularly Retail and Food a Beverage staff, as well as short term 15 minute parking for customers, ride share and delivery drivers. During construction it is proposed that:</p> <ol style="list-style-type: none"> 1. Not all of the parking in either of the car parks is impacted at the same time, so while The Avenue North is impacted the 77 bays in The Avenue South would remain available for short term 15 minute and after hours staff parking and while Frame Court is impacted the 50 car parking bays on the western side of the Frame Court Car Park, which are not part of the land transaction, remain available for short term 15 minute and after hours staff parking.

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	There needs to be more frequent buses and trains at night so people aren't left waiting an hour for the next train - we design our staff roster around the train times so our staff are spending minimal time at the station at night. Using public transport isn't a viable option for everyone, especially if you don't live on the train line or young families. If you live in Mount Lawley, you aren't going to get the train to Leederville. A large demographic of those using Uber or public transport to come to Leederville are often planning on having a 'a big night out', if Leederville becomes a hub where the best option to Uber/PT, I feel there will be a shift in the people frequenting Leederville - higher levels of anti-social behaviour and intoxication rather than having a diverse healthy strip. The design needs to be changed to include more overall parking.		2. The short term parking bays along The Avenue, the road to the side and behind Good Grocer, remain available. See response to 1.1-1.9 and 3.1-3.6.1.
4.	Concerns with the design set out in the Proposed Concept and Vision	8	The buildings proposed in Hesperia's Proposed Concept and Vision are highly conceptual at this stage. If the major land transaction is progressed, the next step would be for Hesperia to identify a tenant for each of the proposed buildings before commencing a process to design the proposed building for that tenant. The proposed major land transaction requires Hesperia to consider a design competition that the City's Design Review Panel would be involved in. The building would then be required to go through the development application process. The buildings would be assessed against the requirements of the Leederville Precinct Structure Plan and the City's Built Form Policy. The process would involve early community engagement, consideration by the City's Design Review Panel, formal community consultation and determination by the Development Assessment Panel. Height, connectivity along the eastern side of The Avenue South site through to the train station, impacts on wind, colours and materials would all be considered as part of this process.
4.1	The COV multistorey building should not be pink but some other colour.		
4.2	I know, at this stage, that the images are just artist's impressions, but boy do they look ugly.		
4.3	Oxford street business and heritage makes it attractive to families from all over WA and Australia. new development will take away Leederville charm and make it like any other Perth city building complex.		
4.4	Opposed to high rise.		
4.5	I am concerned about the proposed height of the apartments and the shade they will cast, along with potential wind tunnels.		
4.6	The proposal is a significant underdevelopment of the sites. The sites have the freeway to the south west – surely much greater development could be achieved without compromising privacy and overshadowing, which are generally the main arguments against higher density development.		
4.7.1	It is acknowledged that the Concept has been written to meet the City's project criteria and the architectural offering shown in the documentation will probably undergo refinement. We fully intend to advocate strongly to the developer during the detailed design phase and have some assurances that this will occur. We support the ceding of land for the Water Corp drain as part of the ongoing connectivity of the precinct. Likewise, we support the siting of the developments that enable good connectivity through the strata lot on Newcastle Street; noting this is not a public thoroughfare but is part of the Leederville walking 'fabric'. There are some details that we consider may be built into any commitment to the developer to progress the negotiations, that would reasonably be the domain of the City to enforce. These are as follows:		
4.7.2	- An improved link in the north south movement between Lot 2 (the Avenue) and the Kailis building by providing a pedestrian way thru the edge of Lot 2 to the railway station. This does not necessarily have to require ceding additional land to the City and could be achieved thru an enclosed arcade style thoroughfare.		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
4.7.3	- Reconsideration of the limited use of the airspace above the Lot 2 parcel in Frame Court. The five-story limit on this building feels like a lost opportunity. We recognise this may be the trade off to providing rapid return of parking to the centre, but would encourage the City to work with the developer to find other ways to bring parking back online, as five-storeys in this location is relatively inconsistent with the neighbouring development. An opportunity exists to provide a slightly smaller, yet higher footprint to support the following point.		The 6 storey car park is proposed so that parking can be brought back into the centre of the Town Centre in the shortest time possible, estimated at only 12 months. This allows for the remaining developments to occur in a staged manner. The car park has been designed so that it aligns with the 6 storey podium height of 40 Frame Court. With the community uses on the ground floor it would integrate well with the neighbouring development. The site would also be owned in freehold by the City and could accommodate additional height in the future.
4.7.4	- An improved link between the southern edge of the Lot 2 Frame court site through to Frame Court, wrapping the parking so this edge is activated. This will enhance connections between the YMCA, Water Corp and all other precinct users.		An east-west pedestrian connection is included in the Proposed Vision and Concept along the southern side of the proposed office building and then directly through the proposed Frame Court Car Park. This provides a clear route from the YMCA through to Frame Court and from the Water Corp/Frame Court through to Oxford Street Reserve and Newcastle Street. Further design work needs to be done on this connection and the frontage.
4.7.5	- We consider the overall height of the buildings to be relatively low for the site, and encourage the City to be more flexible. Given the time requirements for completion, this may require the business case to have some further flexibility.		The Avenue South building at 23 storeys and the Frame Court Office building at 14 storeys both achieve the maximum heights for their locations in the draft Leederville Precinct Structure Plan. The Frame Court Multistorey Car Park Building has been designed at 6 storeys to ensure parking can be brought on line in the centre of the Town Centre quickly to facilitate the remaining development and aligns with the podium height approved for the adjoining 40 Frame Court development. The height of The Avenue North building at 7 storeys is subject to Hesperia securing a tenant and could be increased in line with the draft Leederville Precinct Structure Plan.

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
4.8	It is acknowledged, once again, that the Concept has been written to meet the City's project criteria and the architectural offering shown in the documentation will probably undergo refinement. Consequently, the comments below are made with the full knowledge that the architectural design will evolve.		
4.8.1	Leederville is characterised by reasonably easy movement for people (as opposed to cars) on an east-west axis. The challenges sit in the north-south direction. A positive aspect of this Concept is the strengthening of the movement area around Frame Court pg. 34 and Little Oxford Lane pg. 23. This makes the preservation of the link thru the strata unit development pg. 9 on Newcastle St a vital part of the movement network. The most likely reason for the creation of a public park between Lots 1 & 2, although this has not been verified, is to provide future access to the storm water drain under the site. While a public park is a good asset for the community, its function to support pedestrian movement is very limited. Despite the direction indicating arrow on page 19 the western exit of the public park does not, on the current and future uses of Leederville Parade, go anywhere useful for pedestrians. In this context the north-south movement can be enhanced by revisiting the design for the use of Lot 2 by providing a pedestrian way thru the edge of Lot 2 to the railway station. This does not necessarily have to require ceding addition land to the City and could be achieved thru an enclosed arcade style throughfare. Support for the Water Corporation drain redevelopment, ceding land to support this objective, and the willingness to join with other stakeholders to enrol Water Corporation in the project is a very positive initiative.		Agreed. The central east west public space proposed on The Avenue Car Park site is intended to accommodate the relocation of the Water Corporation drain and would facilitate the redevelopment of this drain into a public asset. The location also allows for some access to and from the principle shared path running along the eastern side of the Freeway. Continuing the north-south pedestrian connection along the eastern side of The Avenue Car Park site would be an important asset and would be explored with Hesperia.
4.8.2	The imagery in the Concept appears to join a number of architectural styles including loggia concepts from Moorish or Hacienda styles on the ground plane, Brutalist level podiums, over topped by an Internationalist style glass tower. As such, the overall architectural cohesion of these is uncertain and there is nothing in any of these, except possibly the loggia concepts referencing the front of the Re Store or the Jugal club, which reflects or interprets the existing built form of Leederville. The loggia concept for the ground plane can provide shaded pedestrian friendly areas and they need to be very spacious and open to avoid creating semi-internalised dead spaces between the inner building and the public pavement. While the Little Oxford Lane captures something of this desired permeability, it is uncertain whether the current concept for Georgiana Walk will achieve a desirable smooth and welcoming transition between the inside of the building and the public realm.		These comments are noted and have been provided to Hesperia for consideration as part of the design of each building.

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<p>The development of podiums is new for Leederville. The challenge of interpreting the existing Leederville style and culture for podiums still needs considerable thought and interrogation. CCN, which worked on the EG development, opted for a more organic forms and soft facing to its podium with differentiated treatment of the surfaces, through a selection of a range of materials, to address this question. The Brutalist concept which informs the Hesperia development presents a façade which is too hard edged, clinical and overbearing. It creates a castellated, armouring of the inhabitants of the building and segregation of internal podium activities from the life on the street.</p> <p>This is not in keeping with the character of Leederville. In addition, it is hoped that the design of the podium would have the ability to articulate off the EG development and the other buildings in the precinct. This does not appear that this has been considered. The challenge for these developments will also be to make the designs climate responsive. Large faces of dark brick and considerable hard surfaces may not be helpful to achieve this objective.</p> <p>A similar analysis can be applied to the Internationalist style glass tower. These may be appropriate for the Perth CBD however the internalised isolation and lack of intimacy or humanity associated with such designs is not reflective of the Leederville culture.</p>		
4.8.3	<p>Similar comments can be applied to the landscape architecture. On the very limited information available the landscape architecture appears to be about interpreting a singular parti, specifically revisiting the historic wetland beneath the site using a WSUD approach. While this is good and commendable there is so much more which could be achieved through innovative landscaping. An important design criterion could be "how many community uses can be packed into the various landscaping interventions?"</p>		<p>Noted. The opportunity to maximise the number of community uses that can be integrate into the new public spaces has been raised with Hesperia and would be considered as part of the next stage of design, which would occur in conjunction with the design of the buildings.</p>
4.8.4	<p>This design is typical of most Perth developer's offerings, specifically "designing inwards, site focused, criteria compliance and maximising financial return". Across the development there are several very significant opportunities to build amenity and enhance synergies with surrounding developments. The Concept barely references any of these. As has been frequently commented upon this may be further addressed in the detailed design, however two illustrations of possible improvements are provided below.</p> <p>Firstly, page 10 refers to a 5 storey datum for the building on the north of the Avenue site to provide consistency with the ABN building. The same thinking is not applied to the developments on Frame Court where the public parking building drops down between the EG building and the office and private parking building.</p> <p>Currently the public parking building extends to the street line to the south on Frame Court breaking the possibility of easy movement along the north of Frame Court. This disrupts the opportunity of creating a street level, low key, recreation precinct centred on both sides of Frame Court, linking the YMCA with the southern side of the EG building and the Water Corporation park across Frame Court. If the public parking building was made higher, to visually linking the EG building and the office building then it, potentially, could be pulled back allowing a better and more articulated frontage with surrounding land uses.</p>		<p>The car park has been designed so that it aligns with the 6 storey podium height of 40 Frame Court. An east-west pedestrian connection is included in the Proposed Vision and Concept along the southern side of the proposed office building and then directly through the proposed Frame Court Car Park. This provides a clear route from the YMCA through to Frame Court and from the Water Corp/Frame Court through to Oxford Street Reserve and Newcastle Street. Further design work needs to be done on this connection and the frontage.</p>

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
4.8.5	It may be appropriate to broaden the thinking about how many civic functions this building could facilitate, rather than just assuming that its only purpose is car parking, end of trip facilities and a roof top recreation area.		Agreed. The proposed community benefits are only conceptual at this stage and do not include all of the community benefits that are required by the draft Leederville Precinct Structure Plan. The proposed major land transaction would require Hesperia deliver 1,275 square metres of community floor space in the Frame Court Car Park building, to be owned by the City of Vincent. The detail of the community spaces would be determined through subsequent stages of the process and in consultation with the community.
4.8.6	The Concept creates several interfaces with surrounding land uses including as referenced above Frame Court, the Water Corporation Drain, Little Oxford Lane etc. All these interfaces present significant opportunities to develop rich nodes of human activity between the buildings and linked to what happens in inside the buildings. While this is mentioned in the Concept with respect to the Water Corporation Drain and the EG development there is so much more that could be done in this area. It is suggested that as the design process proceeds, with whatever team eventually does the project, that "looking outward and what can we create?" is used to approach the development of the ground plane of various parts of the project.		Agreed. These comments have been provided to Hesperia for consideration as part of the design of each building.
5.	Comments on the Community Benefits proposed	4	
5.1.1	The development proposes significant public realm improvements on development sites. We believe that these need further work to connect to adjacent locations including better connections to the railway station and through to the YMCA and Frame Court/Water Corporation. However, the public realm in the main centre of Leederville requires some improvement. Pavements are run down and unclean. Much of the town centre could benefit significantly from having wider footpaths and reducing road widths. Consistent with the desire to see Newcastle Street reduced to 30km/hr, we consider narrower cross sections to be an opportunity to introduce as the development is completed and parking is returned to the offstreet locations. We consider the formalisation of 'parklet/eatlet' style areas along the entire length of shop front on Oxford Street to be an excellent opportunity for Leederville, and one which will significantly reduce vehicle speed and noise in this location. Interspersed with additional planting on the street edge, the additional space will provide larger capacity for food and beverage venues, and will also enable free seating and places to stop across the precinct. Given the significant income that will be generated by the development, we consider it highly appropriate to allocate funding to this type of long term planning and change.		Noted. These improvements will be considered through the Place Plan as the development proceeds.

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
5.1.2	As noted above, there are a number of conflict points across Leederville. These include the location of the crossing from Oxford Street (east side) to the bottom of the station access, crossing of Oxford Street between Electric Lane and the arcade to IGA, crossing at the intersection of Newcastle Street and Oxford Street and crossing near to Duende. It would be a vast improvement if these locations were provided zebra or wombat (preferred) crossings. The introduction of the 30km/hr zone on Newcastle Street will be aided by this type of traffic calming. Supporting this, it would be good to see Leederville designated as a pedestrian priority zone; with cars made well aware of the change in nature of the environment through signage. In addition, it would be good to see speeding monitored both in the road environment and in car parks. Leederville's car parks are treated somewhat like roads, and are unsafe to traverse, with very few pedestrian paths. A short sharp stint of compliance would be a good reminder that the safety of people is more important than the speed at which a car can find a parking spot. The drive through location at Leederville Village near the Hip-E Club should be closed as soon as possible. This is a particularly unsafe action, and the speed of movement regularly causes conflict at the Newcastle Street entrance nearest the convenience store.		The investment and focus on the Leederville Town Centre creates an opportunity for significant private and State investment into Leederville. These could come through community benefit from private developments, including this one, or through State Government funding. It is recommended that the City promote and advocate for these funding opportunities the redevelopment creates, including improvements to local roads and safety. The City is already pursuing speed limit signage and the vehicular connection from Newcastle Street through 663 Newcastle Street to Frame Court would be closed to cars under the Proposed Concept and Vision. During construction this connection may be important to allow access to the remaining temporary parking bays in Frame Court. and would work with the strata owners.
5.1.3	The development provides an opportunity to benefit the community and the businesses in Leederville through activities and spaces that will largely benefit all users. The rooftop basketball/courts are highly desirable, although could be supplemented with trees and other amenity improvements. Leederville is, however, lacking spaces for quiet contemplation, and we would encourage the City to ask for more culturally inclusive spaces in the development, showers and public change rooms, and a laundry space to support our rough sleeping and low socio-economic population.		The proposed community benefits are only conceptual at this stage and do not include all of the community benefits that are required by the draft Leederville Precinct Structure Plan. The proposed major land transaction would require Hesperia deliver the following community benefits as a starting point:
5.2	While the current proposal is strongly supported, we will continue to advocate with the City and their chosen developer to ensure that maximum community benefit is gained from the development. At this stage, the detail of the design does not provide enough clarity about things that may be delivered, including:		<ul style="list-style-type: none"> • 5 start Green Star be achieved plus a targeted net zero carbon approach through 80 percent diversion from landfill and net zero build;

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<ul style="list-style-type: none"> - Affordable housing – ceded and properly managed by affordable housing providers; recognising there is an opportunity for the developer to access funding support for delivery of a product that supplies the larger affordable housing sector. - Facilities located within public open space that will be free to use. - Facilities located in private open space that will have asset management obligations and responsibilities and thus might be paid or free. - Secure public bicycle parking, showers and lockers that will have asset management obligations and responsibilities and thus might be paid or free (noting that we advocate for spaces, laundry services, public showers and facilities that are free and can be used by those rough sleeping). - Other publicly available community spaces for meeting, cultural activities, youth, aged or disability services. - Rent-controlled or rent-reduced small tenancies to support emerging businesses. <p>We see the opportunity for new types of tenancies that operate as incubators to be delivered in this development, given its current ownership by the City and the influence that the City has over the negotiations.</p> <p>There are other opportunities available to the developer which would be beneficial for the community at large, and we note that the City may be considering alternative locations for the Library. Other opportunities include signage associated with public transport times at the station and the bus route, improved and extensive bike racks through the development, an urban orchard, artwork and ongoing activations.</p> <p>The developer may also be interested in contributing to the beautification of the public realm during construction, through installation of temporary tree wells, public spaces and activations or similar through the centre.</p>		<ul style="list-style-type: none"> • Tree retention and mature tree planting in deep soil zone in accordance with the community benefit requirements set out in the draft Leederville Precinct Structure Plan; and • 1,275 square metres of community floor space in the Frame Court Car Park building, to be owned by the City of Vincent. The detail of the community spaces would be determined through subsequent stages of the process and in consultation with the community. <p>The remaining community benefits required in order for the additional height proposed to be approved, would be determined through the development application process in accordance with the Leederville Precinct Structure Plan. The final community benefits would be subject to consultation with the community, prior to determination.</p> <p>The potential community benefits mentioned in the community submissions would be provided to Hesperia for consideration. Further community engagement on the final community benefit proposal would also be required.</p>
5.3.1	The Concept gives very little indication of what is negotiable. There are significant shortcomings with respect to community benefit in the way the project is currently structured. It would be beneficial to have these matters considered before the project progresses to the stage where the current plan is locked into the commercial and physical planning.		
5.3.2	It is also interesting to compare the proportional amount of effective and useable ground plane space and operational energy of the Hesperia proposal with the level to which EG has devoted to community purposes in its development. The Hesperia Concept would benefit considerably by taking a more generous and contributory approach to creating community benefit.		
5.3.3	The Concept makes considerable note of land which is being converted to community and green spaces and ceded to the City. This, however, needs a measured assessment as a significant amount of this community contribution sits well up above street level. The rooftop facility of 880m is conceptually good, however it represents about 70% of the contribution to community and civic spaces and there is considerable uncertainty about how this would function, given that most people want something that is safe and accessible on the ground plane.		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
5.4	The inclusion of end of trip facilities as a 'community space' is baffling. Surely this is required as part of the development as is there for the use of workers in the development rather than the general public.		
6.	Retained tree protection and ensure delivery of landscaping outcome	6	<p>The proposed major land transaction requires that Hesperia provide double the amount of trees than is required by the State Government's Residential Design Codes. Hesperia has proposed 163 additional trees in total, including 63 on structure and 100 in the ground surrounding the development. The 100 trees proposed at ground level are approximately double the number of trees that would need to be removed as part of the Proposed Concept and Vision.</p> <p>The requirement to retain certain trees, plant and maintain landscaping would form part of any development approval for the site. The additional tree planting is proposed as one of the community benefits required in order for the additional height proposed to be approved and also forms part of the proposed major land transaction requirements. This gives a high level of certainty that the landscaping outcome proposed would be delivered.</p> <p>Much of the landscaping is proposed in land that would be owned by the City of Vincent. Hesperia would be required establish that landscaping and maintain it for a time in order to demonstrate its viability before handing responsibility over to the City of Vincent to manage.</p> <p>Though this requirement is not mandated in the draft Leederville Precinct Structure Plan it would be considered as part of the project.</p>
6.1	I'm concerned with ensuring the existing trees are kept where possible, and I'd love a provision that the developer were held accountable for the greenery that hangs down the buildings. It always looks great on the concept plans but never actually eventuates once its built and handed over		
6.2	Please create/retain adequate green space to offset what looks to be a lot of concrete		
6.3	I want to see as many trees kept and lots more trees planted.		
6.4	As a core principle, we encourage the City to keep planting trees, which aid in both physical and mental health outcomes. We also encourage the planting of trees at the 'edges' of the development sites and in other Leederville locations well in advance of the construction phase; those trees in the car parks are an enormous loss, and anything that can be done in the short term to bring trees in advance would be wonderful.		
6.5	A similar assessment can be applied to the provision of trees and green spaces. There is a lack of clarity about who will do the installation and, more particularly, the long-term management of the deep-rooted trees. There is an unfortunate long-standing history in Leederville of on-structure plantings not being maintained. It would be unfortunate if this outcome was the result of this redevelopment. It is noted that point 2, page 34 implies that the City may be responsible for the landscaping of the land to be ceded to it as part of this development.		
6.3	Please ensure there is plenty of tree plantings to keep it shaded, cool and aesthetically pleasing. Is it possible to mandate green walls/ garden beds on the parking levels (similar to the car park at the ABN building) so they don't become an eyesore and heat sink?		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
7.	What is the financial outcome for the City?	3	
7.1	Both documents were given to associates who work in large scale property development and financing and understand the Perth market. With due recognition that the information in the documents was did not contain all the metrics available to Hesperia, their comment was that Hesperia will do very well out of the project particularly in the long term. As described in the documentation, the City will get a reasonably acceptable financial return in comparison with current operations, however there is insufficient information available to make a judgement call as to whether this is a good long-term financial outcome for the City. This is something which the City could investigate further.		The City ran a competitive process and selected the most favourable proposal. The Business Plan was undertaken by the City of Vincent and demonstrates that there is an improved financial return to the City compared to the status quo. This is not the central rationale for the project but rather the benefits the proposal would bring to the boarder community without negative financial implications for Vincent.
7.2	I am not confident that the financial outcome for the City is the best achievable. I have not have had time work out exactly what is proposed financially, but I see two development sites valued at \$30,750,000 but the city only getting \$10,000,000 and a car park building. I also don't see how the NPV for the proposal will provide \$8 million more than the current state when the number of bays isn't increasing by much – surely it can't be due to reduced operating costs or new rates. The introduction of rates payments is also confusing – I thought this was City owned property.		<p>The proposal from Hesperia includes the following return to the City:</p> <ul style="list-style-type: none"> • \$21.7m valuation of Frame Court Public Carpark constructed for the City. Risk of cost escalation borne by Hesperia. • \$10m cash consideration paid to the City of Vincent; and • \$11.9m of public realm (value of land and cost of construction of improvements) delivered and handed back to the City of Vincent. Likely to have increased in value due to cost escalation since submission. <p>The City's financial analysis did not include the \$10 million cash consideration or the \$11.9 million in public realm deliverables, as these would not generate cashflows for the City. The financial analysis included the 148 after hours bays at the Frame Court Office and both the additional rates revenue and additional servicing costs to the City associated with the office building on Frame Court site, the commercial building proposed on The Avenue North site and mixed use building proposed on The Avenue South site. No rates were included on the land retained by the City, i.e. the Multistorey car park on Frame Court or the proposed road reserves, but the costs of maintaining these assets was considered.</p>

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
7.3	Why is the \$10 million due at the earlier of settlement or 31 July 2029? Is there a prospect that the sales will not be settled for 6 years?		The land would be only be transferred to Hesperia in stages, in order to ensure delivery of the required outcomes at each stage of the process. The \$10 million would be payable on transfer of The Avenue South land to Hesperia, which would not occur until the both the Frame Court Car Park/Office and The Avenue North Car Park/Commercial buildings were completed. There is a prospect that completing the development of these first two stages could take up to 6 years.
8.	Upgrade train station	3	The investment and focus on the Leederville Town Centre creates an opportunity for significant private, State and Federal investment into Leederville. It is recommended that the City promote and advocate for the opportunities the redevelopment creates, including the opportunity to upgrade the Leederville Train Station.
8.1	I currently have a long commute and would jump at the chance to stay closer. As I am on the Joondalup line I use the train station daily so hoping an upgrade to that is also included in the remit.		
8.2	I could not see plans to improve connection to the train station, I hope it's in there somewhere.		
8.3	To encourage people to use public transport the train station needs to be made more accessible - the ramp is not usable unless you're able bodied.		
9.	The need for continued community engagement as the project evolves	2	Yes, the City of Vincent and Hesperia intend to engage with the community on the detailed design of the project. This would include both initial engagement as well as formal community consultation that is required for each building as part of the development application process.
9.1	Are they talking to the community? Leederville needs to keep it's character but also could do with a good scrub.		
9.2	Many of the issues relating to community benefit are likely to be addressed in more detailed planning. There is no indication in the Concept if the community will be engaged in the future planning, or how this will occur. While it is very likely that may be intended, it would have been desirable for Hesperia to have shown stronger intentions in the Concept about whether intends to engage with the community or whether the Concept presents an early version of a fait accompli.		
10.	The City should maintain ownership of the current Avenue Car Park	2	The redevelopment of The Avenue Car Park is an essential part of the proposed major land transaction and redevelopment. The multistorey car park proposed on Frame Court is largely partly funded by the value of The Avenue land. The accommodation and commercial uses being delivered by The Avenue buildings would bring significant benefits to the Town Centre and ensure a more sustainable centre.
10.1	The City should retain ownership of The Avenue - I don't see they need to sell it when they are in a good financial position and have \$18 million in term deposits. With the profits from selling the land a small amount of this should be invested back into the local business to support them in what is likely to be a hard five years for them - to maintain a diverse and independent Leederville strip.		
10.2	I am strongly opposed to most of The Avenue car park being sold off and redeveloped as proposed. The City of Vincent held \$18 million in term deposits on 30 June 2022. There is no need to sell assets.		
11.	Servicing	2	

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
11.1	<ul style="list-style-type: none"> Limited reticulated water and sewerage is currently available throughout the subject area. If these assets require upgrading, the future developer may be required to fund asset upgrades. In order to understand the flows and demands from the future development, it is strongly recommended that the developer liaises with the Water Corporation prior to lodging a Development Application. This may prevent delays in the approvals process. The future Building Application will require approval from Water Corporation's Building Services section prior to the commencement of any works. Any infrastructure contributions and fees are required to be paid prior to our approval being issued. In relation to the identification of dead assets that may remain within the land (particularly The Avenue carpark), it is recommended the developer contact the Water Corporation early so this can be ascertained. Special construction measures to protect live assets may be required, depending on the proposed building setbacks. This can be explored further during the DA preparation phase. 		Noted. This advice has been provided to Hesperia.
11.2	I'm concerned about the drainage and sewer pipes under the car parks. I would like to know if the COV has a copy of the drainage maps for this area of development in Leederville. What date was the drainage pipes mapped and recorded. How old are these drainage and storm water pipes. What is their life expectancy. What is the impact of access if maintenance and replacement of pipes is required. I would like to view these maps for further consideration of the business plan.		The Water Corporation has the details of the drainage under the car parks. Hesperia would be responsible for the realignment and replacement of these assets.
12.	Vehicle Access	2	
12.1	In conjunction with this development, we believe that now is the time for the City to actively seek the gazettal of Frame Court through to Newcastle Street as a formal public road. This link is an incredibly important opportunity that has benefits for both transport and activation of the Leederville town centre, and the opening of this route has benefits for any redevelopment in the Frame Court and Water Corporation area.		The Frame Court thoroughfare (through to Newcastle St) traverses freehold land owned by the Water Corporation. Whilst the Corporation accepts local traffic using this route, it does not support gazettal of this route as a public road at this time.
12.2	<ul style="list-style-type: none"> As discussed, the Frame Court thoroughfare (through to Newcastle St) actually traverses freehold land owned by the Water Corporation. Whilst the Corporation accepts local traffic using this route, it does not support the thoroughfare being used for heavy vehicle movements associated with large scale construction. During construction, the Corporation may investigate the closure of this thoroughfare (at its property boundary) to preserve safety and amenity on its site. This may result in the need for the City to implement enhanced traffic management in Frame Court and the Frame Court/Leederville Pde intersection. This can be discussed further as part of the developers construction management plan. 		Noted.

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
13.	Provide bike parking	2	Significant secure bicycle parking is proposed to be provided as part of the proposed 300 square metre End of Trip Facilities space, which would sit on the ground floor of the Frame Court Multistorey Car Park.
13.1	There is going to be an additional 150+ car parking bays, but zero allocations made to bicycle parking?? As someone who uses their bike as a form of transport, would encourage the council to consider implementing secure bicycle parking. Look to the many examples in the Netherlands. create a place where people can park their bikes without the fear of being stolen or damaged. Just give up 10 or so car parking bays on the ground levels, its not that difficult.		
13.2	I've always struggle to find secured, public bicycle parking. While spending much money to create parking for visitors to the area, why don't you reduce the amount of parking but replace with bicycle bays?		
14.	Type of retail and hospitality	2	Noted. The details of the types of retailers and hospitality are yet to be determined. Further detail on this would be included in the development application for each building, which would be advertised to the community for comment as part of that process.
14.1	Would like to know what sort of planned retailers and hospitality will be going in.		
14.2	I would like to see more facilities for the residents like a supermarket, butcher etc, so you don't have to leave the area to do food shopping.		
15.	Affordable housing	2	Affordable housing has been a consideration as part of the proposal. The accommodation component of the proposal forms the last stage of the project and would be considered at a later stage. Affordable housing is one of the community benefit requirements identified in the draft Leederville Precinct Structure Plan and as the proposal does not yet include all of the required community benefits, there is an incentive for this to be delivered as part of the project. There comments have been provided to Hesperia for consideration.
15.1	What affordable housing provisions are there? Is there a build to rent component?		
15.2	As with many centres Leederville has its own culture many and variously described as ... always falling to bits, creative, artistic, friendly, supportive, compassionate, anarchistic, ethnic, helpful, and edgy-but-safe. Over the past ten years numerous developments have arrived and the place is rapidly gentrifying. Leederville can now be described as going beige, elitist and becoming increasingly selfish. While each new development assiduously asserts it wants to retain the "Leederville feel" very few are able to work out how to operationalise this intention. One of the most disappointing aspects of the Concept is its lack of peripheral investigation, or even referencing of, the Leederville culture or how this development could work for anyone who is not part of a privileged, wealthy elite, particularly Aboriginal peoples, children, families, or people who are disadvantaged in some way. The comments below, which definitely need more development, may provide some signposts for how Hesperia or another developer could undertake this journey. Homes and Work Hesperia has a strong record delivering F&B venues, hotels, residential, boutique retail, office, medical and commercial developments. The proposed uses of the various buildings as shown in the figures on pages 11 and 15, and various statements in the text of the Concept reflect this orientation. While this is good from a financial perspective for Hesperia as the long-term owner, it is only takes a service-orientated, conservative, tried and proved business model from the Perth CBD and drops it into Leederville. It does not bring innovation, support the development of new and		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<p>creative industries, or avoid the negative impacts of gentrification and absentee/investment property owners.</p> <p>It would be a positive addition if this development was able to provide homes for a representative demographic of people who cannot currently afford to enter the high-priced Leederville housing market. This would also build the Leederville culture of being a caring, compassionate, and slightly daggy community.</p> <p>More thought into how this development could facilitate initiating and building innovative and creative industries which are generative, rather than service orientated, would add a lot to Leederville. Many of these industries begin as low budget start-ups and may never be able to afford the rents typically paid by F&B, medical etc, particularly on the ground plane of buildings. However, it is these types of industries which bring vibrance, long term economic futures, real fulfilling jobs and an active and creative street life. The people who work in these jobs bring character, confidence, and life to a community.</p> <p>Bringing these two concepts together - affordable homes and supporting innovative industries would make a major contribution to differentiating Leederville from any other centre in Perth.</p>		
16.	Management of community spaces	2	The City of Vincent would own the community spaces and manage them. The details of their operation is still be determined and would be considered through the development application process, including through community consultation.
16.1	There are good community amenity outcomes. The arts hub and rooftop space, who will manage/lease these? Will this be available to local community groups to operate?		
16.2	Will the community arts hub/incubator be assigned to the City on a very long-term basis thus giving the City some control over its use so that the focus remains local?		
17.	Staging	1	
17.1	The COV multistorey carpark must be built before the land sold to developers. There is already insufficient parking in Leederville and new developments will only make that worse. The new developments should also include parking for themselves (either underground or multistorey).		Agreed. The Frame Court Car Park would be required to be built before The Avenue land was transferred to Hesperia. In addition to the two public car parks proposed, private parking is also proposed for each of the building's tenants and users.
18.	Activation responsibility	1	Both the City and the community would have a shared responsibility for the ongoing activation of the new public spaces, in the same way as the current space are activated through Vincent's Event Sponsorship Funding.
18.1	What happens with on-going activation of the new public spaces? I assume the city will have this responsibility? What annual budget will be put aside to support this?		
19.	Cost of Multistorey Car Park	1	The estimated cost of constructing the 226 bay Frame Court car park is \$21.7 million, noting that this includes community floorspace on the ground floor and rooftop. The risk of any cost escalation would be borne by Hesperia.
19.1	The Mandurah multi-storey car park was completed in late 2021 at a stated cost of \$32 million with a capacity of 782 bays. The Frame Court multistorey car park holding 200 to 250 bays is estimated to cost \$29.5 million!		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
20.	EV Charging arrangements	1	How the City manages the EV charging stations would be determined at a subsequent stage. If charged the payment would go to the City to pay for electricity and running costs.
20.1	There will be 8 charging stations for EVs will they be provided for free to the community or charged as a user paid cost? If charged who receives the money and who pays for the electricity?		
21.	Sustainability	1	Noted. Hesperia have proposed 5 star Green Star be achieved plus a targeted net zero carbon approach through 80 percent diversion from landfill and net zero build. These are well above industry standard sustainability initiatives. Further sustainability initiatives will be considered if the project progresses.
21.1	<p>The concept of “sustainable” appears in various statements across the Concept and linked to the provision of green spaces, earnings, accommodating residential and workers, and spatial relationships between parts of the development.</p> <p>“Sustainability” has been in development for at least thirty years with a huge body of literature which explains what it is and how it applies to an urban context. It typically is associated with integrating cultural, economic, and ecological objectives. It could be useful to narrow the focus of the term “sustainability” and use it to drive the project, rather than using it as a feel good, tag-word.</p> <p>A further consideration for this project is that for the past 10 – 15 years the concept of sustainability has been replaced with the idea of repair and regeneration. Bringing this framing to the design, instead of limiting it to sustainability, could greatly improve the project.</p> <p>Where the Concept intersects with a more nuanced understanding of “sustainability” are references to five-star Green Star and net zero carbon build. While this is strongly supported, they largely represent industry standards and are mainly about regulatory compliance. There is no boldness or commitment to improving the world in this.</p> <p>The project could be enhanced if more ambitious sustainability strategies based in a nuanced understanding of urban sustainability was embedded into the project, extended into the long-term operation of the buildings, and monitored and evaluated through a sustainability KPI framework.</p>		
22.	The City should own The Avenue Multistorey Car Parking	1	The City would have the first right of refusal to manage The Avenue multistorey car parking. As the car park is located within a boarder mixed use building, the tenants of that building would rely on that public parking for their staff and customers, in the same way as other businesses in the Town Centre would. This creates an incentive for the owners of the building to ensure that the car park is managed in a way that benefits their tenants. Part of the land transaction is a requirement that the public car parking be offered to all members of the public on the same terms as it is offered to their tenants customers, so there could be no discrimination on that basis.
22.1	I am not confident that the arrangement for the car parking will give the City sufficient control to ensure that the needs of the local business community is best served. For example, and I am just making this up, what if the City of Perth decided to raise parking to \$20 per hour. What would stop the Leederville car park owner from charging \$15 per hour, minimum 8 hours, and they will throw in a train ticket to the CBD?		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
23.	General	3	
23.1	Surely this is a joke! Another box-ticking sham 'consultation process' by the City of Vincent when the decision has already been made by overpromoted, overpaid incompetents. Surprise, surprise. Hesperia is the preferred 'proponent', now who would have guessed that?		Noted.
23.2	The cost of parking for two hours has effectively doubled with the elimination of one hour free and the hourly rate increasing to \$3.30 per hour with reports of reduced morning usage.		There is currently a high level of occupancy through the two car parks. Pricing controls are a key mechanism for controlling parking demand. The City has commenced development of a Leederville Precinct Parking Plan to determine the best way to manage this demand so that access for customers is maximised for local businesses. A further review of this plan would be carried out for each stage of the construction period to ensure parking availability and access continues to be maximised.
23.3	<p>This project is a major initiative for the City and the Leederville community, and it is recognised that there are stages to its development, as described in the Business Plan. Consequently, these responses to the Business Plan and Concept are framed under three caveats. This assessment is made based on the information provided in the two above documents. It is readily acknowledged that these documents were written to meet defined criteria outlined in the Business Plan and should not be seen as the "end of the story".</p> <p>The observations in this document are framed thru three questions:</p> <ul style="list-style-type: none"> • Do I, and the people around me, support the redevelopment of the City of Vincent Car Parks? • Is the community getting a good outcome and maximum benefit from the project? • Are there places where the current proposal could be improved to build community benefit? <p>These questions are discussed below.</p> <p>Is the redevelopment of the car parks supported?</p> <p>The answer to this is a resounding "Yes". This concept has been around for many years and, now that it is underway, it will bring more residents, businesses, visitors and activity to the town centre.</p> <p>Having significant areas of the Leederville town centre only used for parking is not a good use of space. This redevelopment has the potential to raise Leederville to become a world class example of what a city can be.</p>		Hesperia were selected following a competitive request for proposal process as their proposal offered the best result for Leederville and Vincent. The draft Leederville Precinct Structure Plan is the primary policy document that was used to guide the development of the project. The next stages of the project would determine how the project integrates and accommodates the entire community and broader industries. It is appropriate and required that the public and community assets proposed would be owned and run by the local or State government. The next step of the process would be for Hesperia to find a tenant and carry out community engagement on the plans for their first stage of development. The community would be guaranteed and opportunity to contribute to this through consultation on the required development applications.

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<p>What does the community get out of this?</p> <p>The project as described in the documentation, is very strongly focused on the providing the City with a reasonably acceptable financial return and future income stream, meeting and exceeding parking requirements, easy development of the site, meeting statutory planning requirements, identifying uses within the buildings that will generate a good financial return for Hesperia, and providing additional greenspaces and some community facilities.</p> <p>There is little to differentiate this project from any other major urban development project occurring in Perth and there is very little in the documentation around which to evaluate how Hesperia proposes to build upon the numerous statements of aspiration and generalised responses to policy frameworks referenced in its documents.</p> <p>Looking across these areas of consideration, and based on the current documentation, the response to the above question – “Is the community getting a good outcome and maximum benefit?”, could be summarised as - “things could be a considerably better”.</p> <p>There is nothing special or innovative described in these documents, there is no indication that deep thinking has gone into how to build community benefit from this development or even elaborate a pathway as to how this could be achieved.</p> <p>Based on the information in these documents it appears that Hesperia has sought to maximise its long-term financial benefit and ease of operation, give the City what it has asked for, and largely ignored what could be created, with very little extra effort, to bring considerable benefit to the community and create a world class example of sustainable urbanism.</p> <p>Where could the current proposal be improved?</p> <p>As an overarching comment, the Concept is fundamentally a “design inwards, site focused, criteria compliance” exercise. A general assertion can be made that the community is more interested in “what does this development contribute to improving the surroundings and the community?”.</p> <p>The Concept presents six Key Principles, five Key Development Deliverables, seven Design Principles, six Leederville Objectives and five Vision components. This leads to a degree of confusion as to what the project is trying to achieve.</p> <p>If Hesperia acquires the sites it will become a very major landowner in Leederville and with this comes the potential ability to control the structure of the real estate market over the long term. With less charitable management Hesperia could use this leverage to maximise its commercial benefits to the detriment of other landowners. It is not known if this question was factored into the City’s early deliberations when it first sought expressions of interest.</p> <p>The City is to be commended for undertaking this journey as the development of the car parks is well overdue.</p>		

Summary of Submissions:

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	<p>This is strongly supported and, as has been noted in the introduction, this project has the potential to turn Leederville into a world class example of sustainable urbanism. However, in its current form the Hesperia proposal will not deliver this. While acknowledging, once again, the caveats at the start of this document, in summary it appears that Hesperia has presented a proposal that:</p> <ul style="list-style-type: none"> • Presents a development concept that is a run-of the mill, stock-standard inner-city Perth development. • Maximises Hesperia’s long-term benefit. • Is mainly about locating high-end, service industries in which Hesperia has a significant interest, into Leederville. • Provides a reasonable one-off financial outcome for the City and an ongoing income stream. • Meets the City’s objectives for parking. • Provides some green spaces, minimal community facilities, and strengthens some pre-existing movement routes. <p>Some of the unresolved questions about the proposal are:</p> <ul style="list-style-type: none"> • The project currently sits in a confused and complicated policy framework and there is very little demonstration where or how this framework has been used to guide the development of the project. • There is little if any demonstration how this project will find a place for everybody in the community. In its current form it appears to mainly be designed to support economically privileged elites. • Very little, if any, thought has gone into understanding and supporting what the community needs from an urban centre, as opposed to what is to Hesperia’s benefit. • The proposal shifts the difficult parts of the project e.g., storm water drains, greening public spaces, managing end of trip facilities onto the Local Government and the community, while bringing the lower cost, easily development sites into Hesperia’s control. • The economic offering is service orientated. No thought has gone into how to support innovative, generative, economic activity which supports local economy and provides real personally fulfilling jobs. • There is no indication of a deep and thoughtful understanding of how sustainable urbanism could be facilitated through this development. • Currently the architectural offering appears to be a series of disconnected fashionable ideas rather than a coherent, sensitive, and locally responsive architectural offering. • There is no indication in the documentation whether Hesperia are interested in significantly improving on the current concept. 		

Summary of Submissions:

	Summary of Submission	Related Subs.	Administration Comment
	<ul style="list-style-type: none"> • If, as it is hoped, that Hesperia do intend to improve the offering - what is the process by which it proposes to do this, and how the community will be involved. • In this context it is difficult to advise the City how to proceed. <p>One path would be to reject the Hesperia proposal and reopen the tender process. This would be predicated on:</p> <ul style="list-style-type: none"> • the quality of the other expressions of interest i.e., was Hesperia a stand-out winner or were there other proposals which were close; • if there is another developer who has retrospectively expressed interest in the project and could bring something significantly better; and • could the City manage any political and social fall-out from this process. • While reopening the tender process is an attractive option it is difficult to recommend that the City follow it without knowing what else was/is on offer. <p>Another option would be to ask Hesperia to revisit its proposal to very significantly improve the community benefit from its proposal, and to clearly indicate how it would engage with the community in a generous and intelligent manner to improve the project.</p> <p>A further option would be to walk away from the project and revisit it in five years when there may be other developers in the mix.</p> <p>The City could also reflect whether the benefit that could be accrued from this development should only be interpreted through financial return and parking management. As a resident and landowner in Leederville for over forty years I am far more interested in seeing investment in good community outcomes than maximising financial outcomes as appears to have occurred in this project to date.</p> <p>The City is to be commended on taking the initiative to redevelop the car parks and this is strongly supported. It would be very unfortunate if this opportunity to do something amazing was missed, however there is nothing on the table, at the moment, which would create a feeling of optimism and excitement about the future of Leederville if this development proceeds.</p>		



CITY OF VINCENT

PUBLIC CAR PARKS LEEDERVILLE

