



CITY OF VINCENT

LEEDERVILLE PRECINCT STRUCTURE PLAN



ENDORSEMENT PAGE

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

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

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

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

_____ Witness

_____ Date

_____ Date of Expiry

TABLE OF AMENDMENTS

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

EXECUTIVE SUMMARY

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

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

The document includes:

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

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

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

The plan proposes to maintain and enhance the permeability of Oxford Reserve and Leederville Oval to ensure positive green spaces throughout the precinct.

Item	Data	Structure Plan Ref (section no.)
Total area covered by the structure plan	63.1 hectares	Part 2
Area of each land use proposed.	Hectares	
• Residential R40	4.7 (7.4%)	
• Residential R60	4.6 (7.3%)	Part 2 Section 6.2
• Residential R80	4.2 (6.6%)	
• Commercial	2.9 (4.6%)	
• Mixed Use	13.6 (21.5%)	
Total estimated lot yield	N/A	
Estimated number of dwellings	1,528	Part 2 Section 6.2
Estimated residential site density	60 dwellings per hectare	
Estimated population	3,175	Part 2 Section 2.6
Number of high schools	0	Part 2 Section 2
Number of primary schools	0	
Estimated commercial floor space	13.45ha net lettable area	
Estimated area and percentage of public open space given over to:	0.6 hectares	
	0 hectares	
• Regional open space	4.7 hectares	Part 2 Section 6.2
• District open space	1 park	
• Neighbourhood parks	0.9 hectares	
• Local parks	5 parks	
Estimated percentage of natural area	Nil.	

PREFACE

'This is Leederville.

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

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

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

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

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

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

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

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

That's the Leederville we're creating.'

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





THE NEW

LUNA

TWIN CINEMAS

Luna

TWIN CINEMAS

SCANDINAVIAN FILM FEST
OPENING THE RIOT
THURS DOORS 6 30 FILM 7PM

IDE CUT 2 KINDS OF KINDNESS
TREASURE THE BIKER DIERS

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PART 1

PART ONE
IMPLEMENTATION

1.0 Precinct Structure Plan Operation

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

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

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

2.0 Vision and Objectives

The Vision for the Leederville Precinct is:

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

2.1 General Objectives

The general objectives apply across the entire precinct and relate to each of the themes within the Strategic Community Plan 2022-2032.



ENHANCED ENVIRONMENT

- 1 Retain and increase tree canopy.
- 2 Include high quality landscaping in new developments.
- 3 Provide public open space to meet the future needs of the precinct.
- 4 Prioritise sustainable development outcomes.



ACCESSIBLE CITY

- 5 Prioritise universal access.
- 6 Prioritise pedestrians; followed by cyclists; followed by public transport users; followed by people who choose to drive.
- 7 Prioritise pedestrian, cycling and public transport users' safety and efficiency.
- 8 Provide a variety of land uses around public transport nodes.
- 9 Facilitate a mode shift away from private vehicles.
- 10 Improve access into and around the precinct.
- 11 Improve public transport patronage.



CONNECTED & HEALTHY COMMUNITY

- 12 Provide spaces for events, festivals, markets and activities.
- 13 Build places to play, relax and be entertained.
- 14 Maintain and enhance community and education options.
- 15 Provide and plan for an equitable and inviting community.



THRIVING PLACES

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



SENSITIVE DESIGN

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



INNOVATIVE & ACCOUNTABLE

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

2.2 Sub-Precinct Objectives

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

2.2.1 Village

The Village should be:

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

2.2.2 Urban Frame

The Urban Frame should be:

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

2.2.3 Cityscape

The Cityscape should be:

- a A place with mixed uses that complement each other.
- b The location for long-term development outcomes.
- c The place where landmark development shapes the Leederville skyline.

- d Designed to encourage public transport usage.
- e A showcase for sustainability and reuse.
- f A higher density mixed-use and residential area.
- g A key contributor to the success of the Village.

2.2.4 Suburban

The Suburban sub-precinct should be:

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

2.2.5 Education and Civic

The Education and Civic sub-precinct should be:

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

PLAN 1 - STRUCTURE PLAN MAP

Leederville Activity Centre Precinct

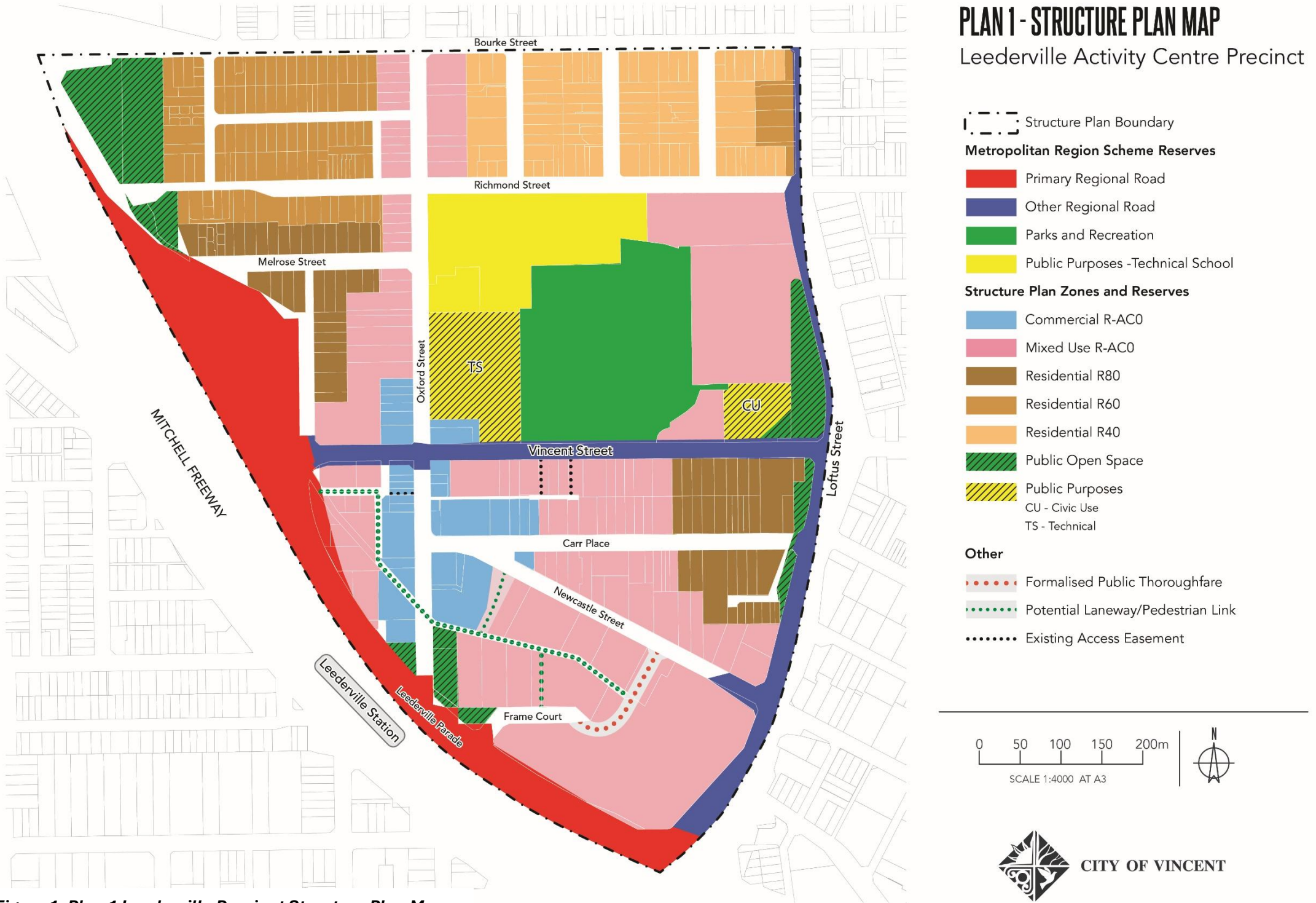
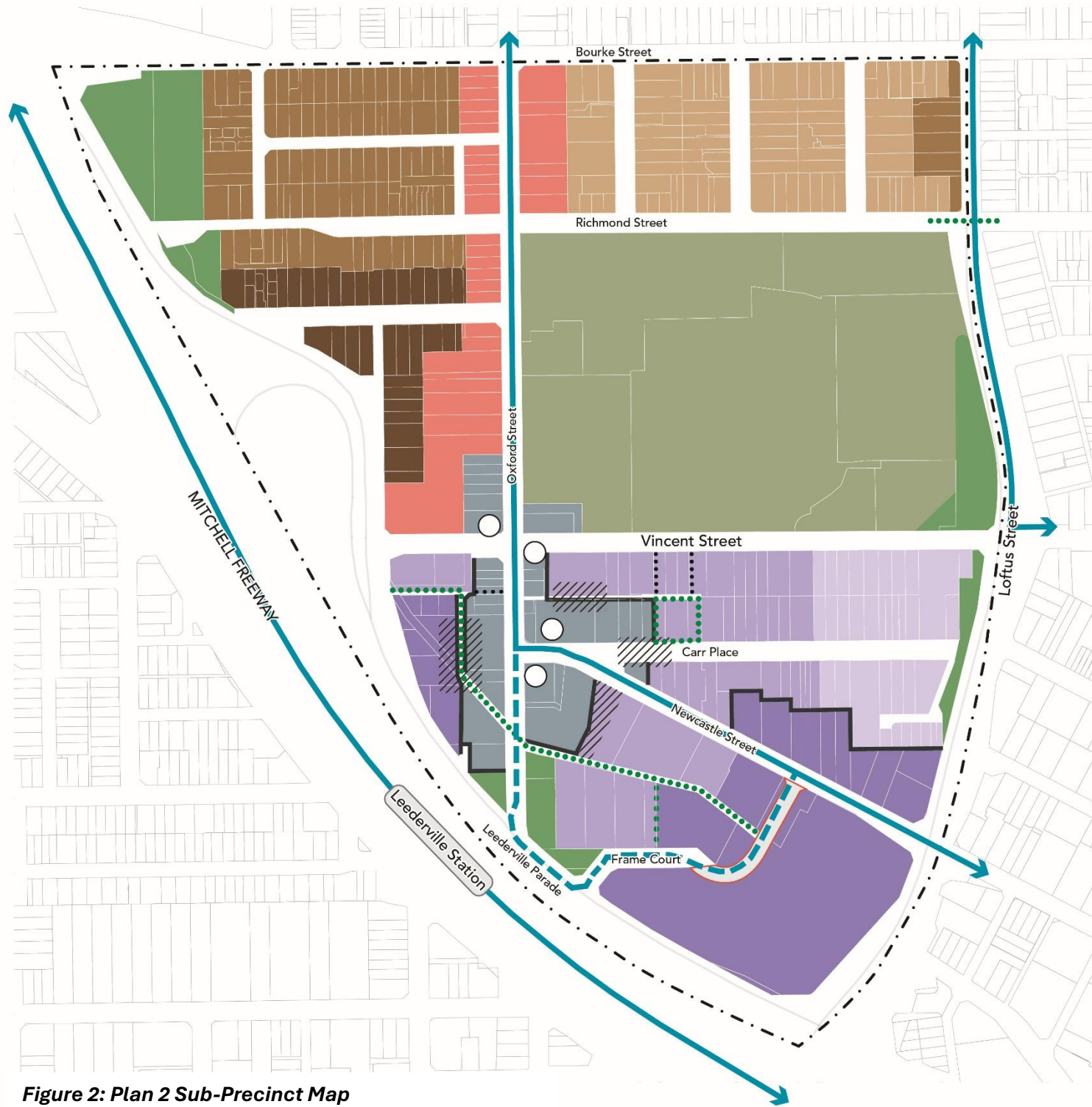


Figure 1: Plan 1 Leederville Precinct Structure Plan Map

PLAN 2 - SUB-PRECINCT MAP

Leederville Activity Centre Precinct



- Structure Plan Boundary
- Sub-Precincts (Heights)**
- Village (acceptable 3)
- Cityscape (acceptable 18, max. 25)
- Urban Frame Type A (acceptable 12, max. 16)
- Urban Frame Type B (acceptable 8, max. 10)
- Urban Frame Type C (acceptable 6)
- Suburban Type A (acceptable 4)
- Suburban Type B (acceptable 3)
- Suburban Type C (as per local framework)
- Education and Civic (subject to future planning)
- Development Opportunities**
- Transitional Height
- Proposed Social Space
- Existing Landmark Site
- Formalised Public Thoroughfare
- Existing Public Transport Routes
- Potential Public Transport Routes
- Potential Pedestrian Link
- Existing Access Easement

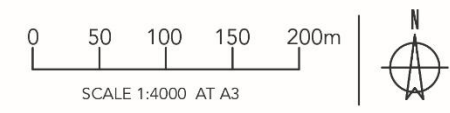


Figure 2: Plan 2 Sub-Precinct Map

3.0 Land Use

Land use permissibility in the various zones and reserves set out in Plan 1 will be determined by reference to the Zoning Table (Table 1) set out in the Scheme. Land uses do not require development approval where exempted under the City's local planning policies, the *Planning and Development (Local Planning Schemes) Regulations 2015*, or the City's Scheme.

When considering development applications for land uses that require approval, the decision maker shall have regard to the Objectives of this Precinct Structure Plan, in conjunction with objectives and provisions of the City's Scheme.





OXFORD ST

NEWCASTLE ST

GUSTO GELATO

GUSTO

Curry Munchers
MODERN INDIAN KITCHEN

BRIONT

Fried Chicken
Wagyu Burgers
Kransky Dogs

MOP
DONUTS

PINCHOS

40

M-D
BUNDAY

THE HOTTEST
CRISPIEST
TASTIEST
CHICKEN EVER

Palmark

Labbar Mac's

Ben's

Curry Munchers
MODERN INDIAN KITCHEN

FINE
WINE

Pinchos

4.0 Development Requirements

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

4.1 General Requirements

These requirements are applicable to all sub-precincts. In addition to the general requirements, the provisions of the Residential Design Codes (R-Codes) apply.

To the extent of any inconsistency, a requirement in this section replaces the relevant provision of the R-Codes and the local planning framework.

4.1.1 Projections and Awnings

- a Minor projections as defined by the R-Codes are excluded from the maximum building height calculation.
- b 'In the Village, Cityscape, Urban Frame Type A, Urban Frame Type B and Urban Frame Type C sub-precincts, awnings are to be provided along footpaths to provide weather protection. Awnings are to:
 - Be integrated with the building design;
 - Be permanently fixed and constructed of durable materials that provide sun and rain protection;
 - Project a minimum horizontal depth of 2.4m over the adjacent footpath; and
 - Have a consistent clear height from footpath level between 2.75m and 3.5m.'

4.1.2 Materials and Finishes

- a New buildings must be of a high architectural quality, incorporating articulated facades with large openings to the street or clear glazing, fenestration, parapet treatments and other detailing and materials that respect and complement desired character of the sub-precinct.
- b Materials must be attractive, durable and easy to maintain such as brickwork, ceramic tiles, metal and timber.
- c Multiple Dwelling, Mixed Use, Commercial Development and Landmark sites are to be referred to the City's Design Review Panel.
- d Traditional shopfronts are to be maintained in the Village sub-precinct.
- e In the renewal of any shop fronts in the Village sub-precinct development must include:
 - doorways with a depth between 500mm and 1.5m to clearly articulate entrances;
 - Stall risers to a minimum height of 450mm;
 - A variety of materials; and

- Transparent glazing allowing people to see into, and out of, the shopfront.

4.1.3 Landscaping

- A landscape plan, prepared by a suitably qualified consultant, must be provided with all development applications. Development applications of a minor nature which do not alter the on-site landscaping are exempt from providing a landscape plan.
- Where the required deep soil area cannot be provided due to site restrictions, planting areas are to be provided within structures at a rate of double the shortfall in deep soil area.
- Existing trees on a property must be retained where they meet the following criteria:
 - Healthy specimens with ongoing viability;
 - Species is not on the State or local weed register; and
 - Height of at least 4m, or trunk diameter of 160mm measured 1m from the ground, or average canopy diameter of at least 4m.
- The proposed removal of any tree that meets clause 4.1.3(c) is to be provided with an arboriculture assessment. Where removal is deemed appropriate for health and safety considerations by the arboriculture assessment the trees must be replaced.
- The proposed removal of any native vegetation is to be supported by a flora and fauna assessment.

- Uncovered car parking at ground level must be provided with canopy cover at maturity of at least 60%.
- Development within the moderate to high risk Acid Sulphate Soils area shall require investigative reports to be included with new development and subdivision applications.

4.1.4 Building Height

- In addition to the height limit in storeys specified on Plan 2 and elsewhere in the PSP, buildings are subject to a maximum height allowance in metres which is to be calculated based on the number of storeys, with a 4.25 m allowance for the ground and first levels and 3.5 m for all levels above.

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

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

4.1.6 Dwelling Diversity

- Developments of greater than 10 dwellings shall include at least 20 percent of dwellings of differing bedroom numbers.
- Development of greater than 30 dwellings shall include:
 - Studio apartments maximum 15%;

- One-bedroom apartments maximum 30%;
- Two-bedroom apartments minimum 40%; and
- Three bedroom apartments minimum 15%.

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

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

4.1.7 Future Adaptation

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

4.1.8 Water Sensitive Urban Design

- a The following Water Sensitive Urban Design (WSUD) measures are to be incorporated into every development within the precinct being:
 - On site storm water retention and detention for the 1 year, 1 hour ARI event;
 - Water and nutrient wise landscaping and
 - Permeable paving and ground covers.

4.1.9 Road Reserves, Laneways and Pedestrian Links

- a Road reserves, formalised public thoroughfares, laneways and pedestrian links are identified on Plan 1 and 2 and in Clause 5.1. As a condition of development or subdivision approval, properties affected by a road reservation, formalised public thoroughfares, laneways and pedestrian links are required to vest that portion of land to the Crown as a condition of development or subdivision approval, whichever occurs first. Construction of the road, laneway or pedestrian link is not required to be undertaken by the owners of land.

4.1.10 Parking – Residential

The following residential parking requirements apply to the residential component of development in the Cityscape, Urban Frame Types A, B and C, and the Education and Civic sub-precincts.

Parking in The Suburban sub-precinct to be determined in accordance with the R-Codes.

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

The calculation for parking should be rounded to the nearest whole number.

4.1.11 Parking – Non-Residential

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

Type	Parking Required (Min – Max)
Staff & Visitor Bicycle	1 – Unlimited (per 100sqm NLA)
Staff & Visitor Car	0 – 1 (per 80sqm NLA)
Service Bay	1 – 1 (per building)
Electric Vehicle Charging Bays	20% of the total amount of bays required as electric vehicle bays or capacity to supply electric vehicle charging points to support 20% of the total amount of bays as electric vehicle bays.
End-of-trip facilities	Must be provided where a development contains more than 10 bicycle bays. At least one 'facility' (shower, locker, change space) should be provided for every 5 bicycle bays. End-of-trip facilities may be shared between multiple private businesses where legal access arrangements are agreed between landowners and the arrangement forms part of a development application.

The calculation for parking should be rounded to the nearest whole number.

EAT, DRINK & MORE
ELECTRIC
LANE



THE RED ROOM

Late Night Bar & Patio

THE
LEEDERVILLE
HOTEL

Grillu

NOTHING



4.2 Village Sub-Precinct

4.2.1 Site

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

4.2.2 Podium

Podiums are not applicable in the Village sub-precinct.

4.2.3 Building

Category	Deemed-to-Comply Requirement
Height	Acceptable 3 storeys (12m)
Primary Setback	Two storeys nil. Third storey setback minimum 6m.
Side Setback	Nil
Rear/Other Setback	Minimum 3m

4.2.4 Parking – Other

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

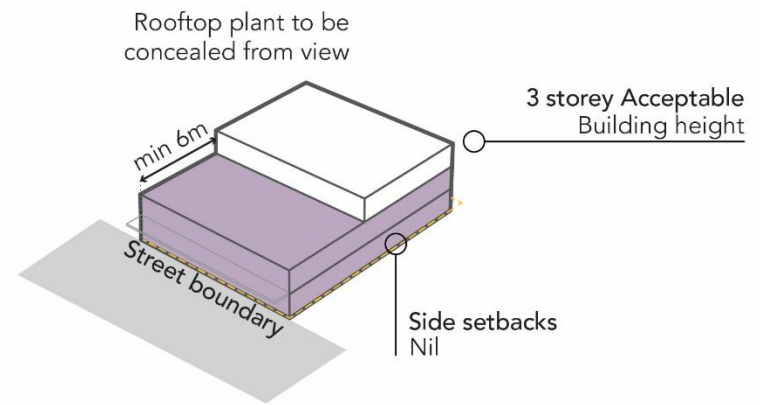
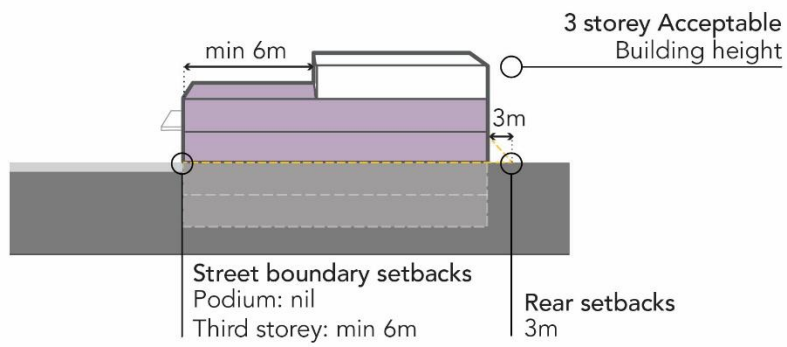


Figure 1 - Village Sub-Precinct requirements

4.3 Cityscape Sub-Precinct

4.3.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per local planning framework
Deep Soil Area	As per local planning framework

4.3.2 Podium

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

4.3.3 Tower

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

	Maximum 25 (89m) storeys in accordance with Clause 5.1
Primary Setback	Up to 8 storeys (29.5m): Minimum 5m. 9 storeys and up: Minimum 7m
Side Setback	Up to 8 storeys (29.5m): Minimum 4m. 9 storeys and up: Minimum 6m
Rear/Other Setback	Up to 8 storeys (29.5m): Minimum 4m. 9 storeys and up: Minimum 6m
Transition Area Setback	Up to 8 storeys (29.5m): Minimum 9m. 9 storeys and up: Minimum 12m

4.3.4 Parking – Other

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

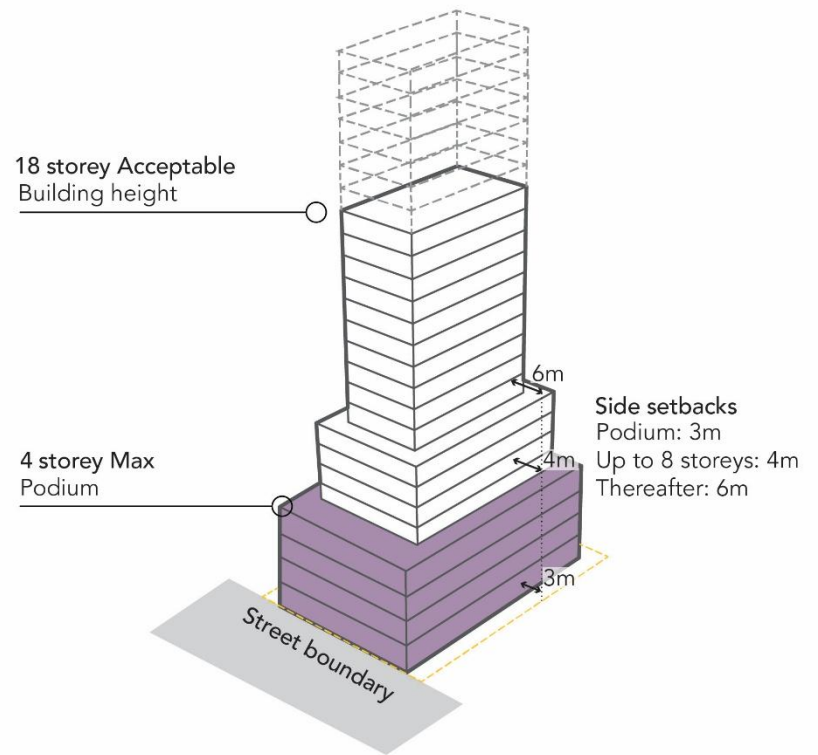
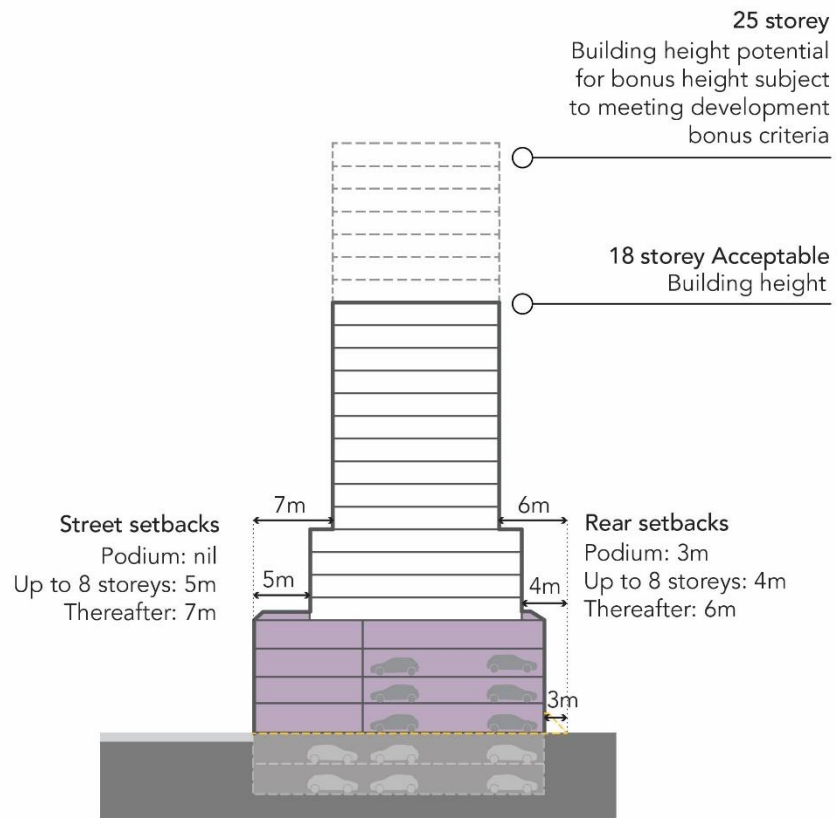


Figure 2 - Cityscape Sub-Precinct requirements

4.4 Urban Frame Type A and B Sub-Precincts

4.4.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per local planning framework
Deep Soil Area	As per local planning framework

4.4.2 Podium

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

4.4.3 Tower

Category	Deemed-to-Comply Requirement
Height	<p>Urban Frame Type A: Acceptable 12 storeys (43.5m).</p> <p>Maximum 16 (57.5m) storeys in accordance with Clause 5.1.</p> <p>Urban Frame Type B:</p>

	Acceptable 8 storeys (29.5m).
	Maximum 10 storeys (36.5m) storeys in accordance with Clause 5.1.
Primary Setback	Up to 8 storeys (29.5m): Minimum 5m. 9 storeys and up: Minimum 7m
Side Setback	Up to 8 storeys (29.5m): Minimum 4m. 9 storeys and up: Minimum 6m
Rear/Other Setback	Up to 8 storeys (29.5m): Minimum 4m. 9 storeys and up: Minimum 6m
Transition Area Setback	Up to 8 storeys (29.5m): Minimum 9m. 9 storeys and up: Minimum 12m

4.4.4 Parking – Other

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

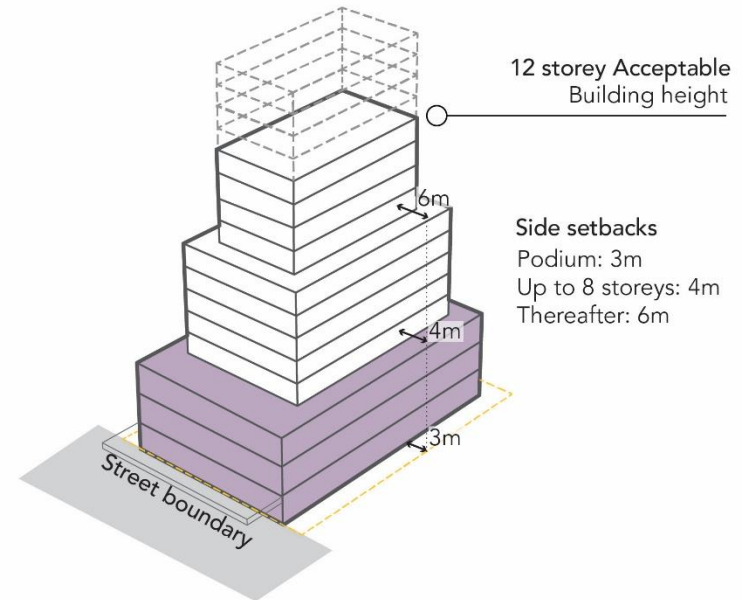
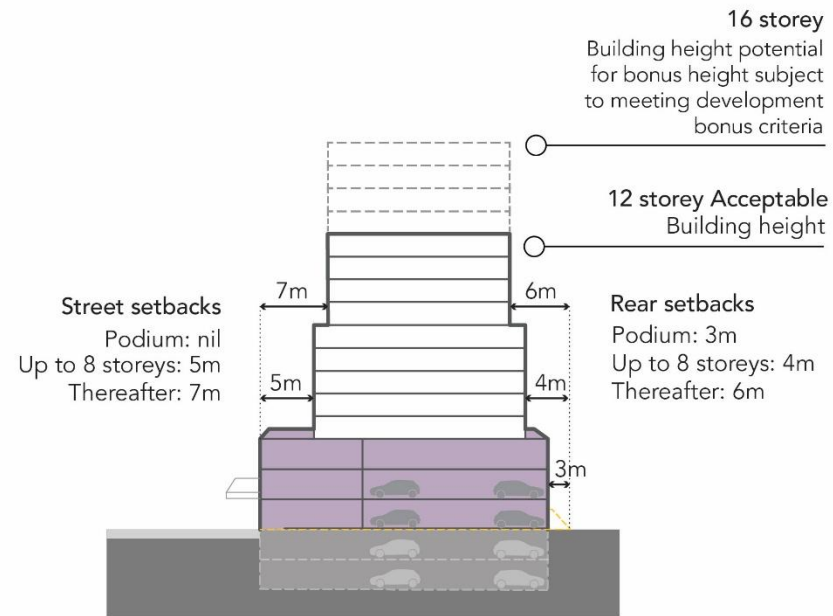


Figure 3 - Urban Frame Type A Sub-Precinct requirements

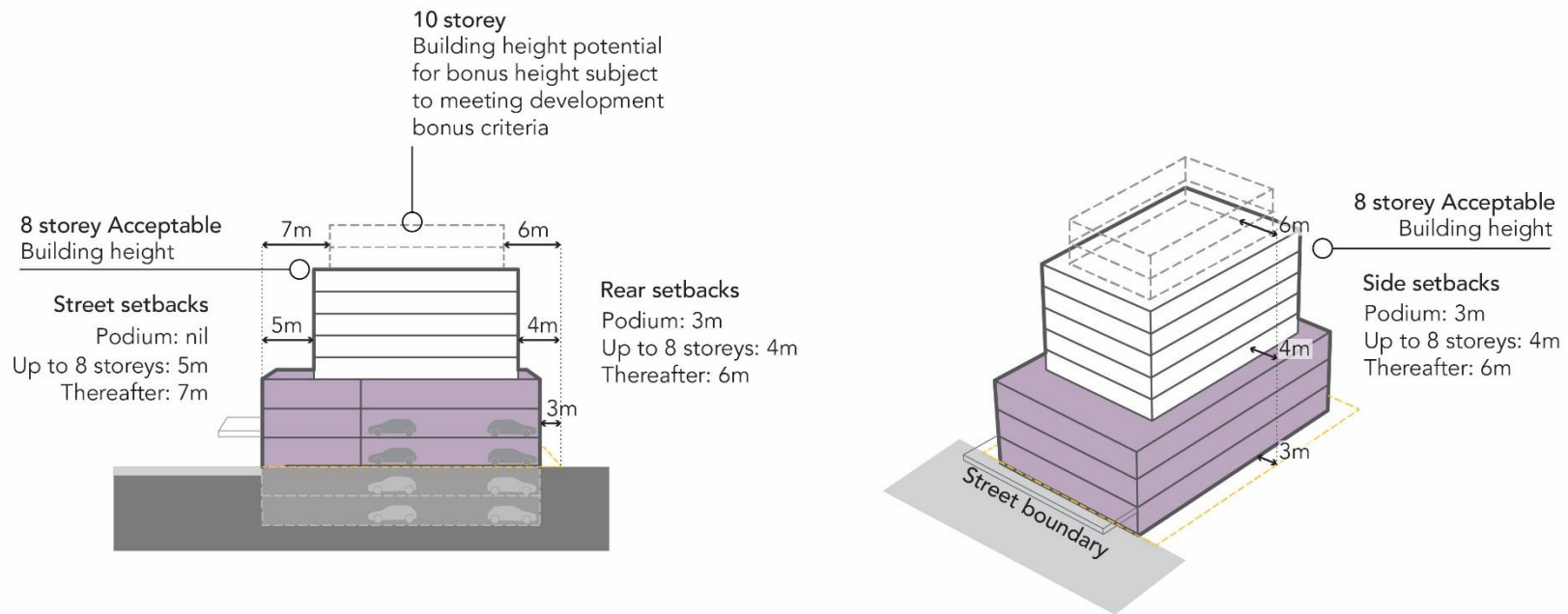


Figure 6 - Urban Frame Type B Sub-Precinct requirements

4.5 Urban Frame Type C Sub-Precinct

4.5.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per local planning framework
Deep Soil Area	As per local planning framework

4.5.2 Podium

Category	Deemed-to-Comply Requirement
Height	Acceptable 3 storeys (12m)
Primary Setback	Nil
Side Setback	Up to 3 storeys: Nil
Rear/other Setback	Up to 2 storeys: Minimum 3m 3 storey and up: Minimum 5m

4.5.3 Building

Category	Deemed-to-Comply Requirement
Height	Acceptable 6 storeys (22.5m)
Primary Setback	4 storeys and up: Minimum 2m
Side Setback	4 storeys and up: Minimum 3m
Rear/Other Setback	Up to 2 storeys: Minimum 3m 3 storey and up: Minimum 5m
Transition Area Setback	N/A

4.5.4 Parking – Other

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

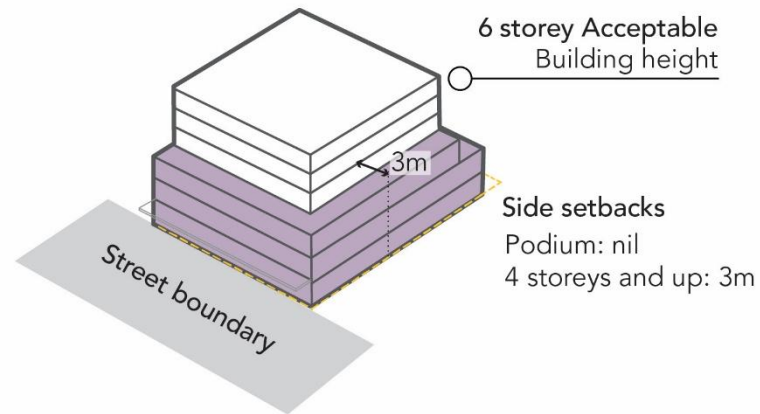
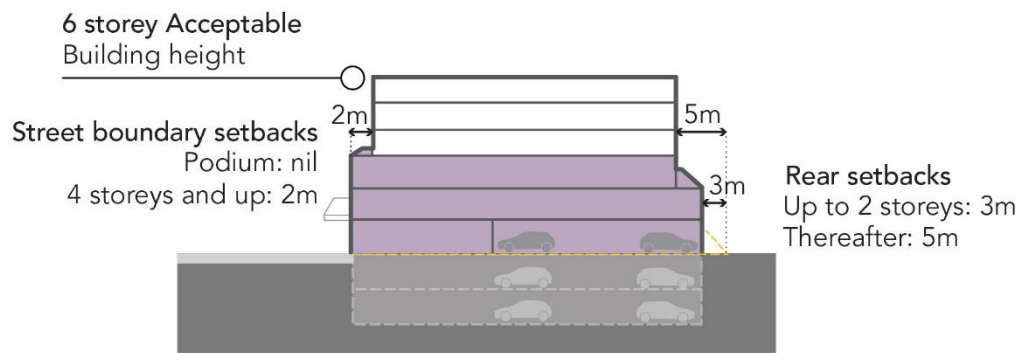


Figure 4 - Urban Frame Type C Sub-Precinct requirements

4.6 Suburban Type A Sub-Precinct

4.6.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per local planning framework
Deep Soil Area	As per local planning framework

4.6.2 Podium

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

4.6.3 Building

Category	Deemed-to-Comply Requirement
Height	Acceptable 4 storeys (15.5m)
Primary Setback	As per local planning framework
Side Setback	As per local planning framework
Rear/Other Setback	As per local planning framework

4.7 Suburban Type B Sub-Precinct

4.7.1 Site

Category	Deemed-to-Comply Requirement
Plot ratio	No requirement
Open space	As per local planning framework
Deep Soil Area	As per local planning framework

4.7.2 Podium

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

4.7.3 Building

Category	Deemed-to-Comply Requirement
Height	Acceptable 3 storeys (12m)
Primary Setback	As per local planning framework
Side Setback	As per local planning framework
Rear/Other Setback	As per local planning framework

4.8 Suburban Type C Sub-Precinct

Refer to local planning framework.

4.9 Education and Civic Precinct

This precinct is subject to future planning.





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5.0 Other Development Requirements

5.1 Development Incentives for Community Benefit

The LPSP and Schedule 5 of Local Planning Scheme No.2 (LPS2) aim to facilitate variety in the built form of the LPSP area, within maximum height limits.

Objectives:

- i. To provide guidance in the exercise of discretion by decision makers under Schedule 5 of LPS2.
- ii. To provide clear prerequisites to be met for approval of height above the bonus standards.
- iii. To ensure additional development potential corresponds with community benefit contributions.
- iv. To ensure the approval of additional development potential is fair, transparent and legible.

Building height above the acceptable standard stated in Plan 2 and Section 4 may be approved, in accordance with Schedule 5 of LPS2, subject to it meeting:

- i. the relevant matters in clause 67 of the Deemed Provisions; and
- ii. the objectives and vision of the LPSP; and
- iii. the relevant sub-precinct objectives of the LPSP; and
- iv. whether the proposed development satisfies the other requirements of Schedule 5 and Part 1 of the LPSP including but not limited to requirements relating to the provision of community benefit, height, setbacks, and design quality.

Where under Schedule 5, a community benefit contribution is required to obtain approval of building height the maximum limits, the contribution may be provided in one of the following way:

- i. a monetary contribution paid to the local government to be expended on items within the LPSP area; or
- ii. delivered by a developer onsite to the equivalent monetary contribution value; or
- iii. a combination of both.

The LPSP proposes that that 3 per cent of the pro-rata construction cost of additional height above the acceptable standard would be required as a costed benefit.

This is calculated as:

$(3\% \times \text{total contract sum}) \times (\text{number of storeys above the acceptable height} \div \text{total number of storeys})$

This is calculated at the point of lodging a Building Permit.

Requirements for community benefit contributions are contained within Schedule 5 of Local Planning Scheme No.2 (LPS2) and apply where development height is proposed above the.

5.1.1 Development Requirements

Under Schedule 5 approval for building height above the acceptable height standard, where permissible under Elements 3 of Schedule 5, can only be granted if the requirements of Element 3 and 4 of Schedule 5 are satisfied.

5.1.2 Design Quality

Development proposing building height above the acceptable standard is to achieve good design in accordance with State Planning Policy 7.0 Design of the Built Environment, having regard to the recommendations of the City of Vincent Design Review Panel and/or the State Design Review Panel.

5.1.3 Community Benefits

Community benefit contributions should be expended on items that benefit the users of the PSP area, including (but not limited to):

- community facilities;
- streetscape and public realm upgrades;
- street trees and landscaping;
- upgrades to public open space
- movement network and transport infrastructure; or
- placemaking initiatives.

The proposal is required to be means-tested against the City of Vincent's Long Term Financial Plan to ensure that the City is financially capable of supporting the whole-of-life costs of the proposed new or upgraded community infrastructure item.

Where a community benefit provides a direct financial benefit to the development, its monetary value as a community benefit shall be proportionately discounted or excluded from the above formula.

The Leederville Community Needs Analysis is included within Appendix 1.

A list of potential community benefit contribution items is contained within Appendix 2 - Community Benefits Contribution Project List

Where a community benefit is proposed and is not an item contained within Appendix 1 or Appendix 2, the proposed community benefit should meet all of the following criteria:

- i. Does not relate to a component of a development such as façade quality, street activation, landscaping (including landscaping of the verge) that is otherwise required for developments within the LPSP area;
- ii. Does not relate to a commercial tenancy (including café, childcare centre or gym etc.);
- iii. The community benefit is publicly accessible with no membership or entry fees;
- iv. Supported by a Community Needs Analysis (CNA) prepared by an appropriately qualified consultant, to the satisfaction of the City. The CNA must demonstrate or provide evidence for existing or future 'need/demand' within the PSP area for the proposed contribution item. Regard shall be given to the CNA contained within Appendix 1; and
- v. Compliance with the criteria as set out in this clause is at the City's discretion.

5.1.4 Supporting Documentation

Where a public realm or community benefit is proposed as part of a development application, it must be supported by:

- i. A Community Needs Assessment to demonstrate and provide evidence for the existing or future need within the LPSP area for the proposed contribution item;
- ii. A Management Plan demonstrating how any community benefit will be maintained and operated in perpetuity or ceded to the City of Vincent free of cost;
- iii. A Valuation of the proposed contribution in the context of the formula outlined above.

5.1.5 Management and Expenditure of Community Benefit Contributions

The City will establish and maintain a dedicated **Leederville Precinct Structure Plan Community Benefit Contribution Fund** and all monetary community benefit contributions shall be deposited into this fund.

Community Benefit Contribution funds shall be managed and expended in accordance with the Community Benefit Framework Procedural Guide contained within Appendix 3 of Part 3 of the LPSP.

Funds received as community benefit contributions should be expended as soon as practical from receipt of payment.

5.1.6 Community Benefit Contribution Procedural Guide

The process of agreeing and delivering community benefits, from the point at which an applicant submits a development application, through to payment of the contribution and delivery of the benefit items by the developer or local government is set out within the Community Benefit Contribution Procedural Guide contained within Appendix 3 of Part 3 of the LPSP.



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PART 2

PART TWO
EXPLANATORY REPORT

1.0 Overview

1.1 Introduction

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

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

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

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

1.2 Project Background

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

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

The Built Form Guidelines, considered the planning framework at the time, sought to capitalise on the proximity to Leederville Station to encourage 'Transit Oriented Development'. Structured in two parts, the Built Form Guidelines begin by establishing the general conditions for all new development, then sets out the detailed precinct guidelines and specific development criteria.

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

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

1.2.1 Developing the Vision

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

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

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

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

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

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

The Design Leederville schedule was as follows:

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

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

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

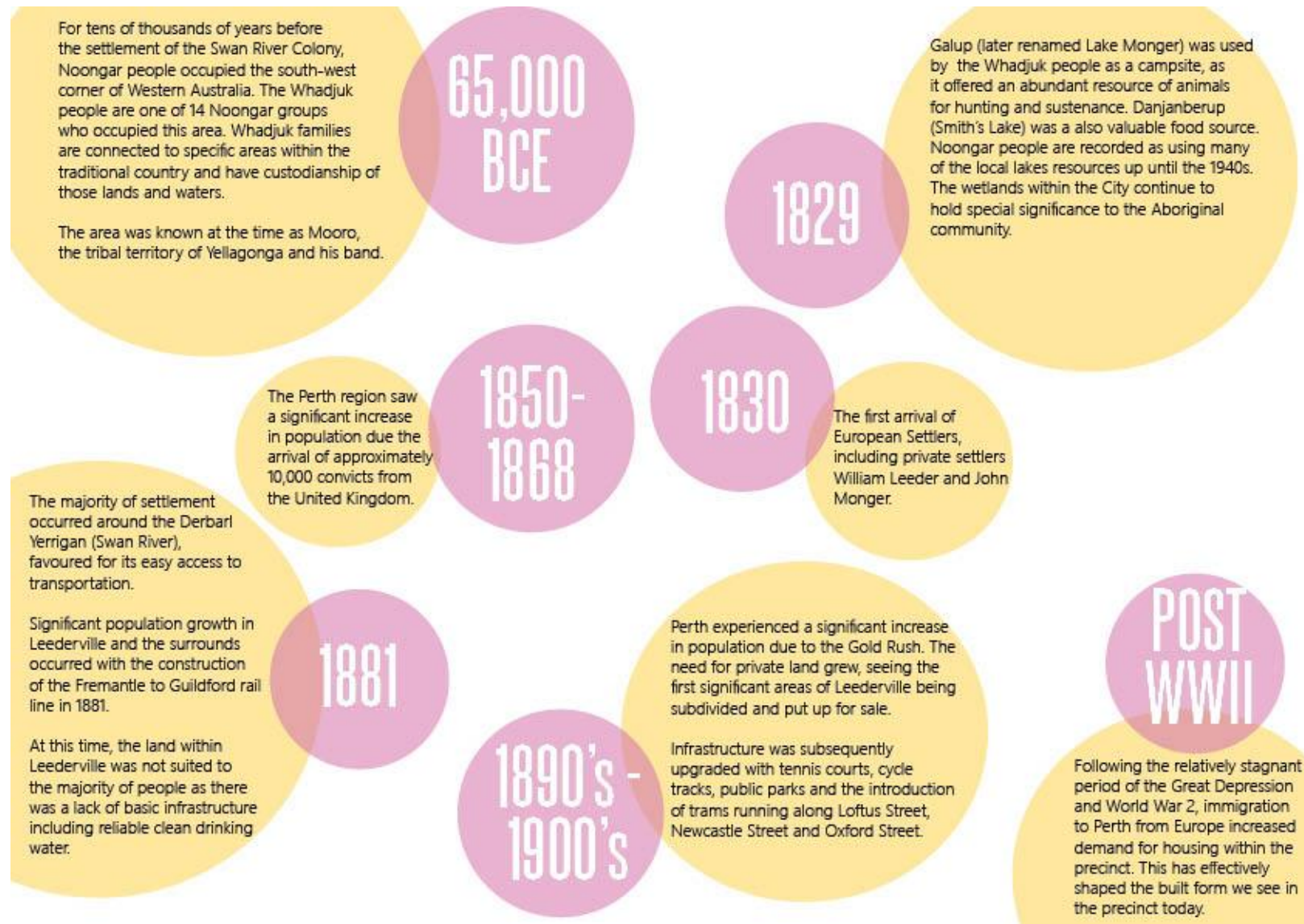


Photos – Ideas Gallery ('Eaterville', October 2019)

1.3 Purpose

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

2.0 Site Context



2.1 Historical context

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

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

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

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

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

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

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

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

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

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

Within a few years of colonisation, the life of the Noongar people was irrevocably and harmfully impacted. Numerous deaths occurred as a result of conflict, lack of access to traditional food sources and the devastating effect of diseases to which they had no natural immunity (Green, 1984).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.2 Aboriginal and cultural heritage

Aboriginal Heritage

There are four Heritage sites, including two registered Aboriginal Heritage sites, important to the precinct, these are detailed below (Figure 5 - Aboriginal heritage sites).

Galup (Lake Monger) - Registered Site 3788

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

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

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

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

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

Galup (Lake Monger) Velodrome – Registered Site 3323

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

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

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

Franklin Street Oval – (Heritage Place No. 4322)

The heritage place is identified as a burial site.

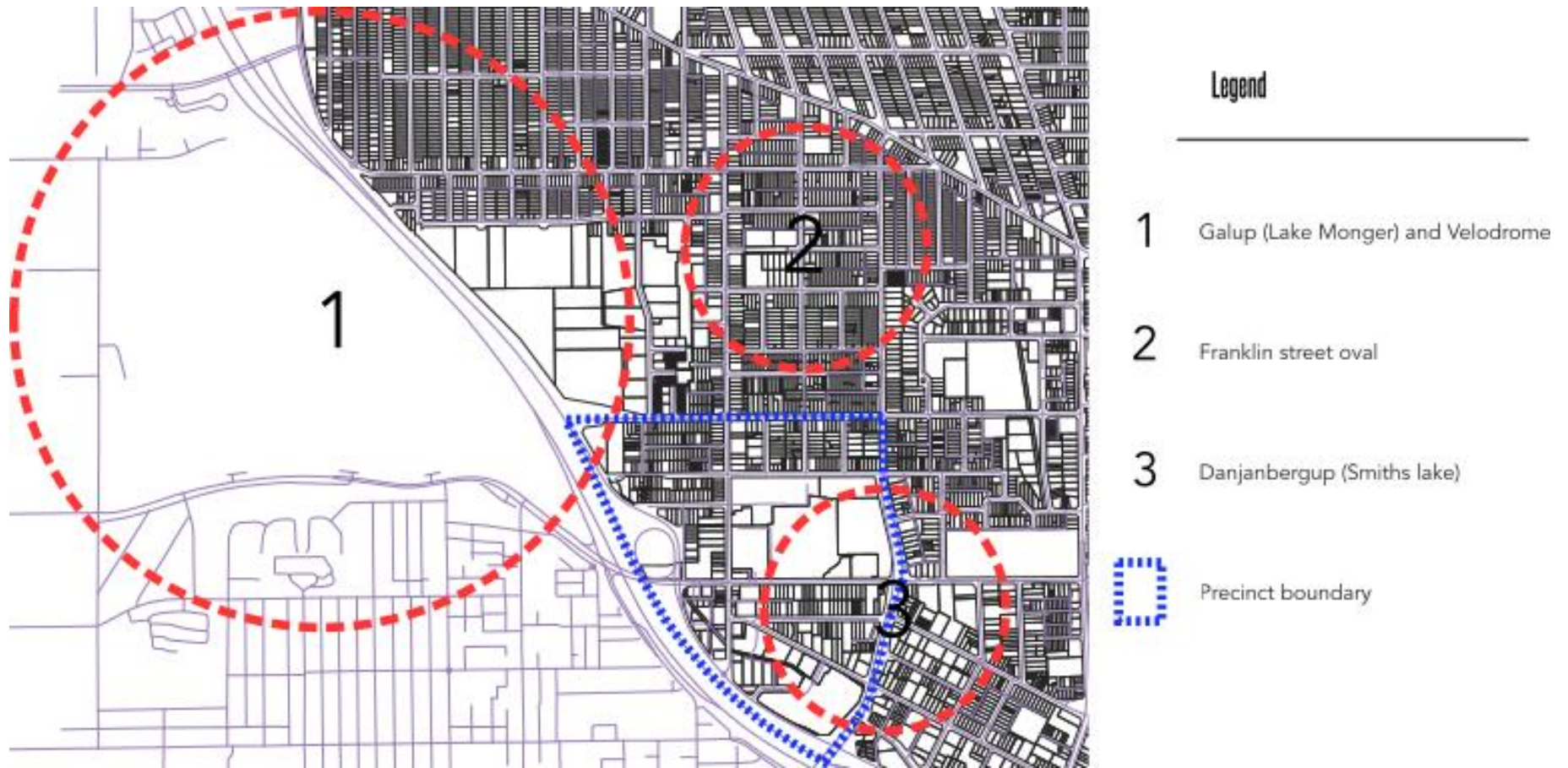


Figure 5 - Aboriginal heritage sites

Cultural Heritage

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

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

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

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

2.3 Centre Classification











2.3.1 Regional context

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

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

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

Legend

-  Leederville Precinct Structure Plan Area
-  City of Vincent
-  Existing Passenger Railway
-  Existing Passenger Rail Station
-  Capital City
-  Strategic Centre
-  Secondary Centre
-  District Centre
-  Specialised Centre
-  Radius from Leederville Station

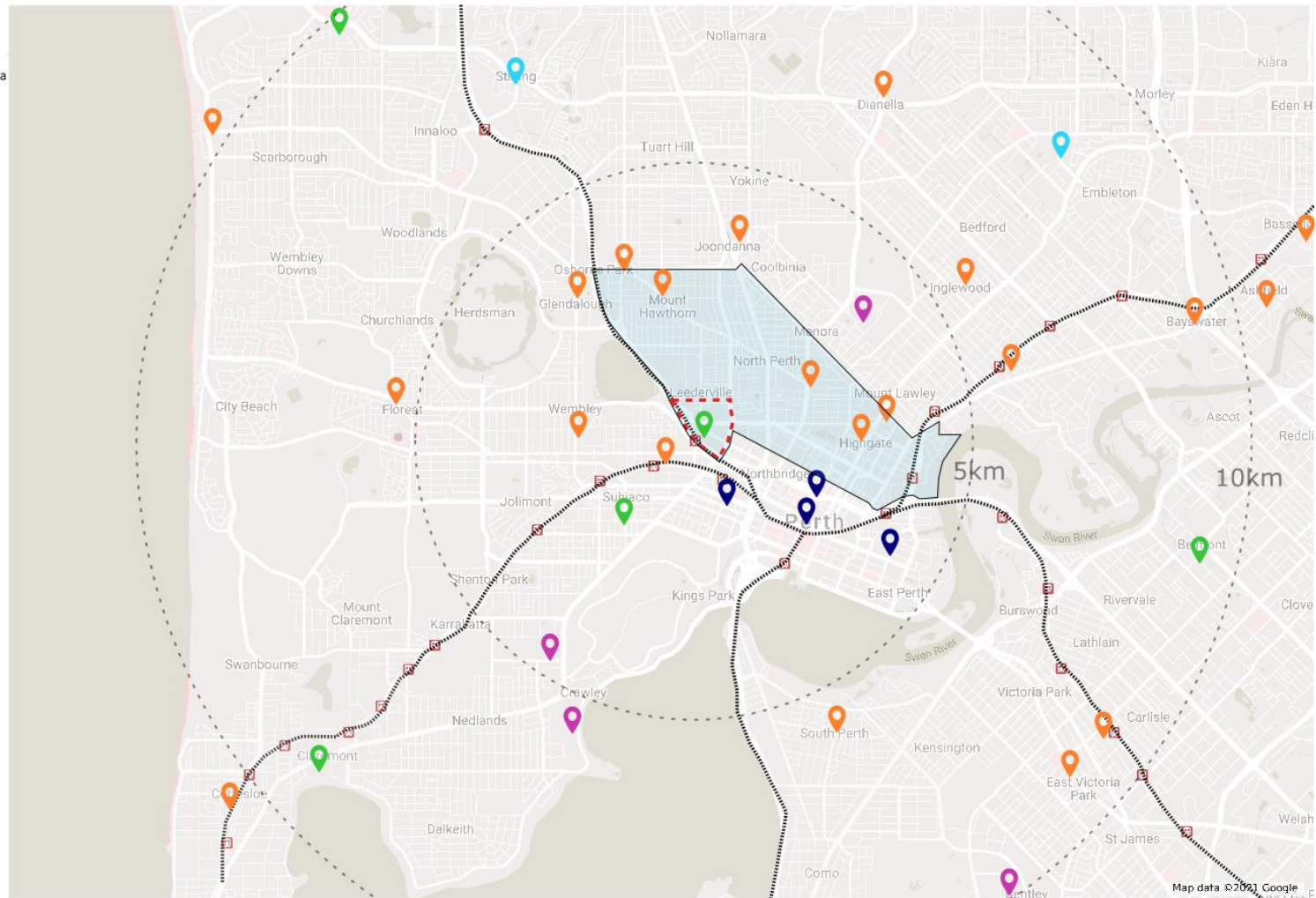
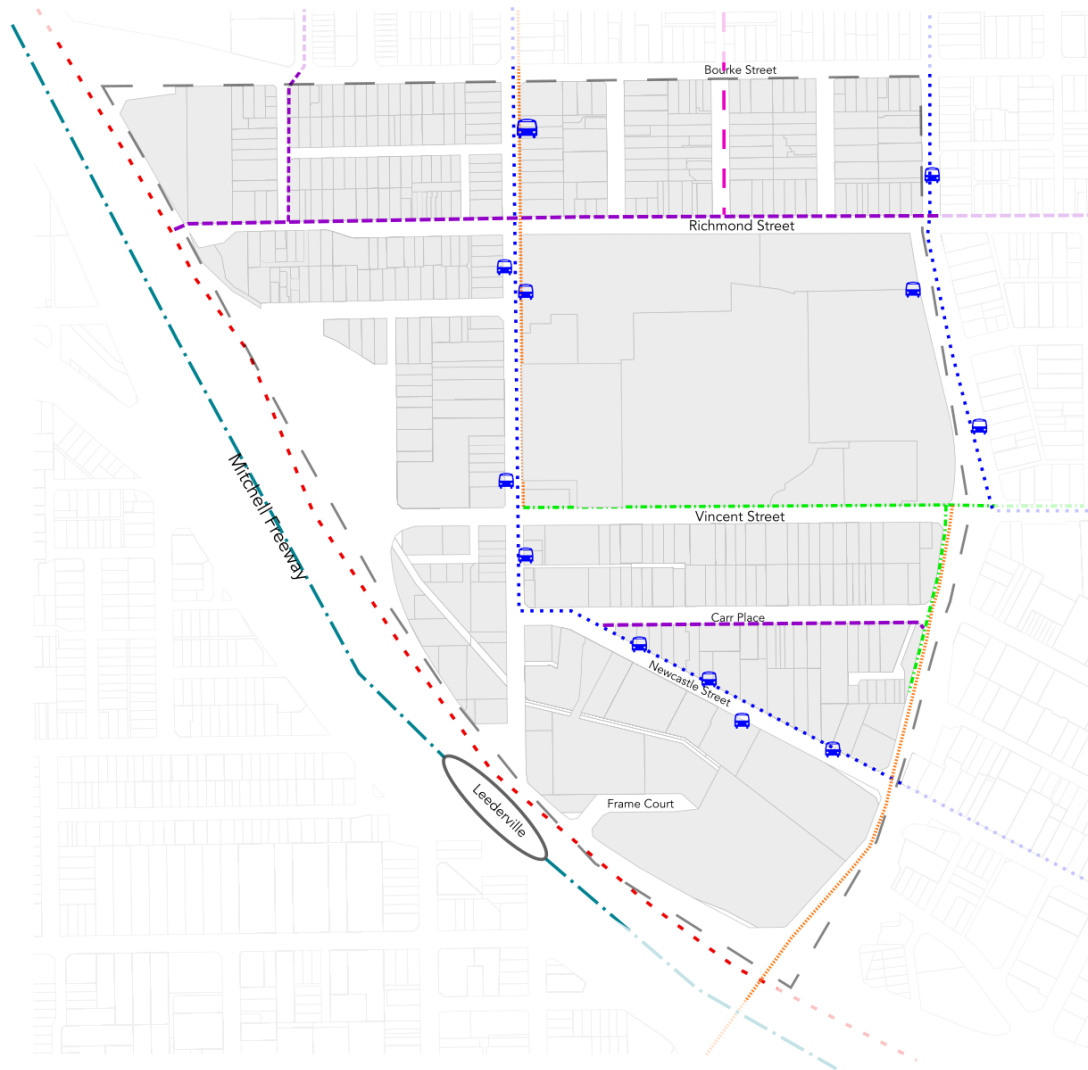


Figure 6 - LPSP Centre Context










Local Context

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

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



Legend

-  Principal Shared Path (PSP)
-  Train Station
-  Passenger rail line
-  Bus stop
-  Bus Route
-  Local bicycle friendly route
-  Other shared path
-  Bicycle lanes or sealed shoulders
-  Perth Bike Network (PBN) route

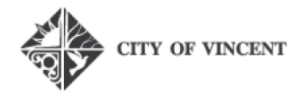
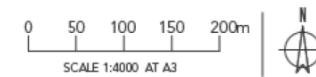


Figure 7 - Local Transport Linkages

2.4 Property ownership

2.4.1 Private Landholdings

As seen in Figure 8 - Property Ownership, the number and dispersion of private landholdings is significant. Some landmark sites include:

1. Leederville Hotel; and
2. The ABN Building.








2.4.2 Public landholdings

State and local government buildings aggregate to the centre or on the northern part of the precinct (Figure 8 - Property Ownership). Owing to its connection to the precinct, the City of Vincent's Administration building is located towards the east of the area. Some landmark sites include:

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



Legend

-  City of Vincent
-  Department of Lands (Managed by City of Vincent)
-  Department of Training, Workforce and Development
-  Department of Communities
-  Department of Education
-  Water Corporation
-  Main Roads WA

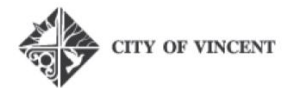
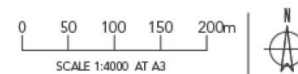


Figure 8 - Property Ownership

2.5 Existing land uses

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

Due to the maturity and recent redevelopment trends of the precinct, there is a good mix of uses between commercial, retail, residential, health, and community and civic. Breakdown of land uses as analysed were as follows:

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

The majority of the Precinct's office space is occupied by the Water Corporation building located on the corners of Loftus and Newcastle Street. Other well-known venues such as the ABN Building, the Leederville Hotel, and Pinchos occupy a comparatively large portion of overall entertainment venues. Most of the existing residential population is located at the east of the Precinct around Carr Place and to the north, along Richmond Street. Some larger apartment complexes have also been completed within the last ten years, such as those between 281-287 Vincent Street, 201 and 212 Carr Place and 636-640 Newcastle Street.

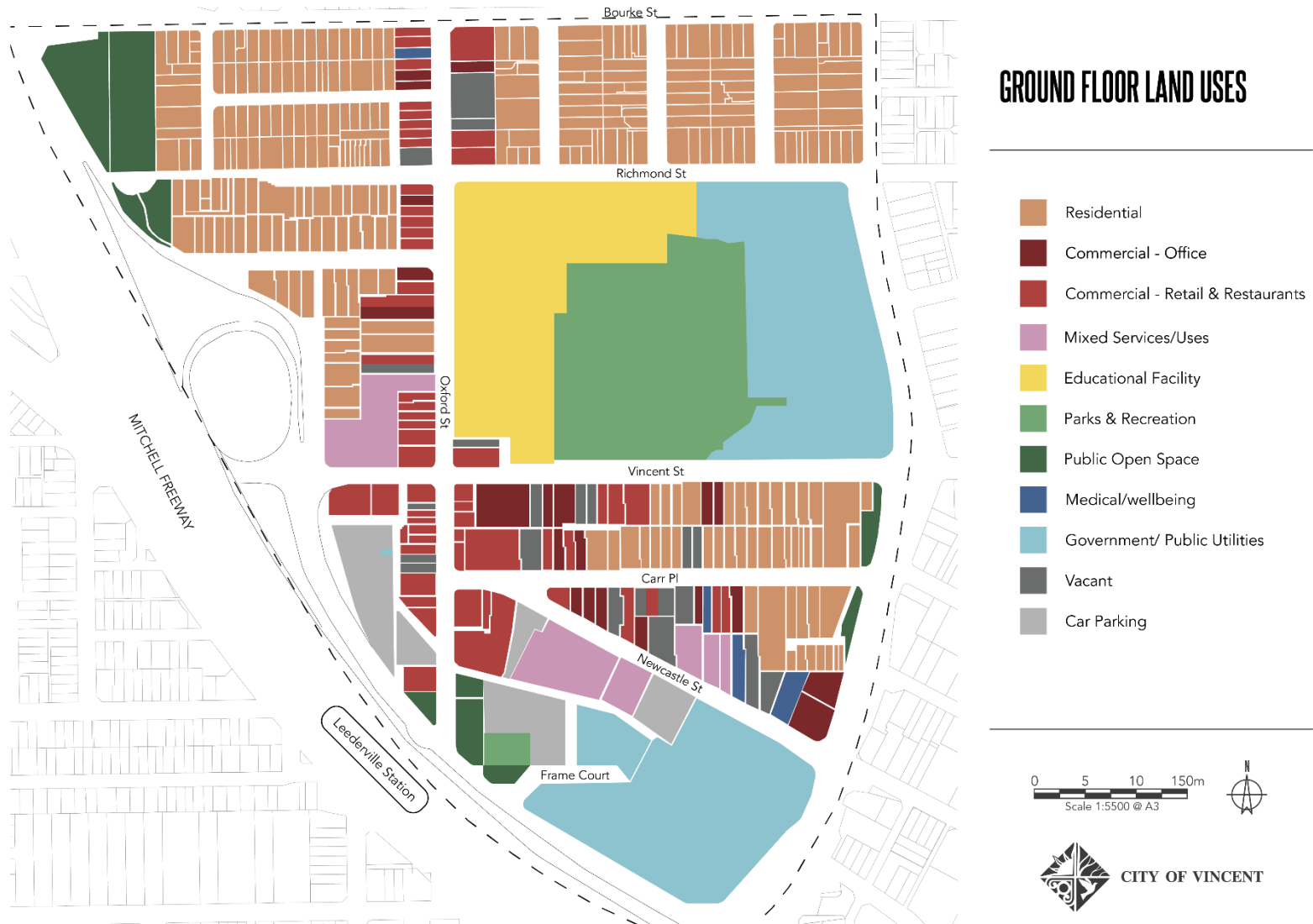


Figure 9 - Existing land uses

2.6 Demographic profile

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

2.6.1 Residential population

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

2.6.2 Age

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

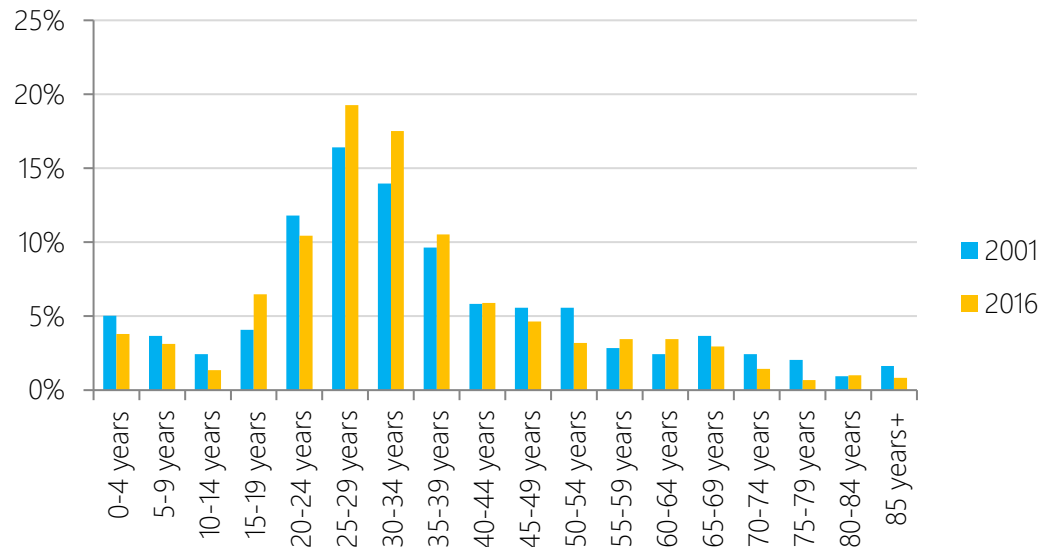


Figure 10 - Age demographics for residents within LPSP 2001-2016

2.6.3 Dwelling forecasts

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

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

Figure 11 - Forecasted dwelling requirements to meet population demand

2.6.4 Other key demographic indicators

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

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

- Residents generally have one (43.4%) or two cars (38%), in line with the metropolitan average.

3.0 Planning Context

3.1 Zoning and Reservations

3.1.1 Metropolitan Region Scheme

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

Most of the Leederville Precinct is zoned Urban over its commercial, residential and retail landholdings. The remainder of the land is reserved for Parks and Recreation (Leederville Oval), Technical School (TAFE Leederville), Primary Regional Road and Other Regional Road (Figure 12).

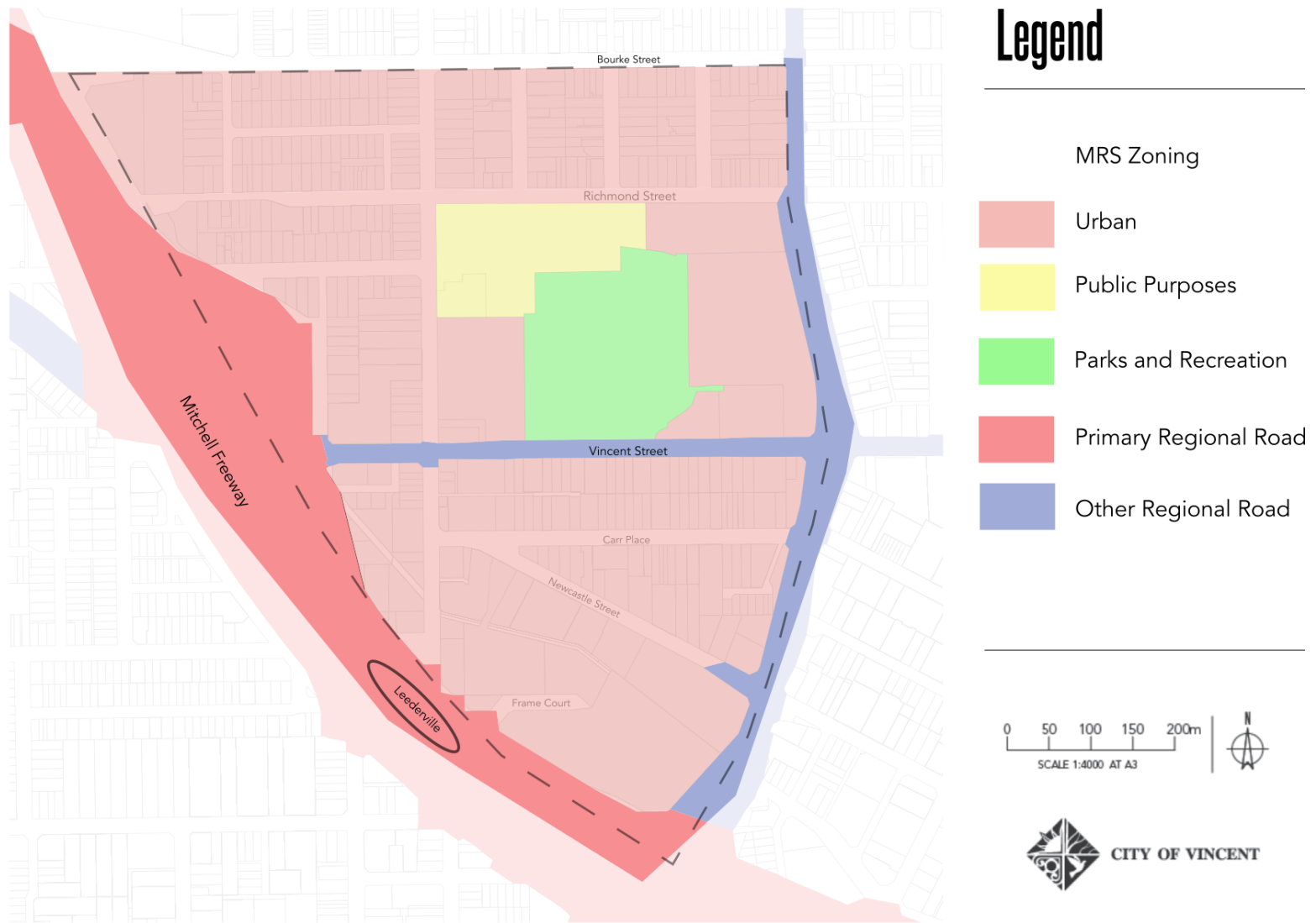


Figure 12 - MRS zoning

3.1.2 Local Planning Scheme No.2

The Leederville Precinct Structure Plan is zoned 'Centre' (under the City's Local Planning Scheme No. 2 (LPS2) reference to the Zoning Table (Table 1) set out in the Local Planning Scheme No. 2 (LPS 2). The LPSP area also Leederville Oval and North Metropolitan Tafe which are reserved Parks and Recreation and Public Purpose under the MRS. Refer to Figure Figure 15 - Local Planning Scheme zoning and reserves).

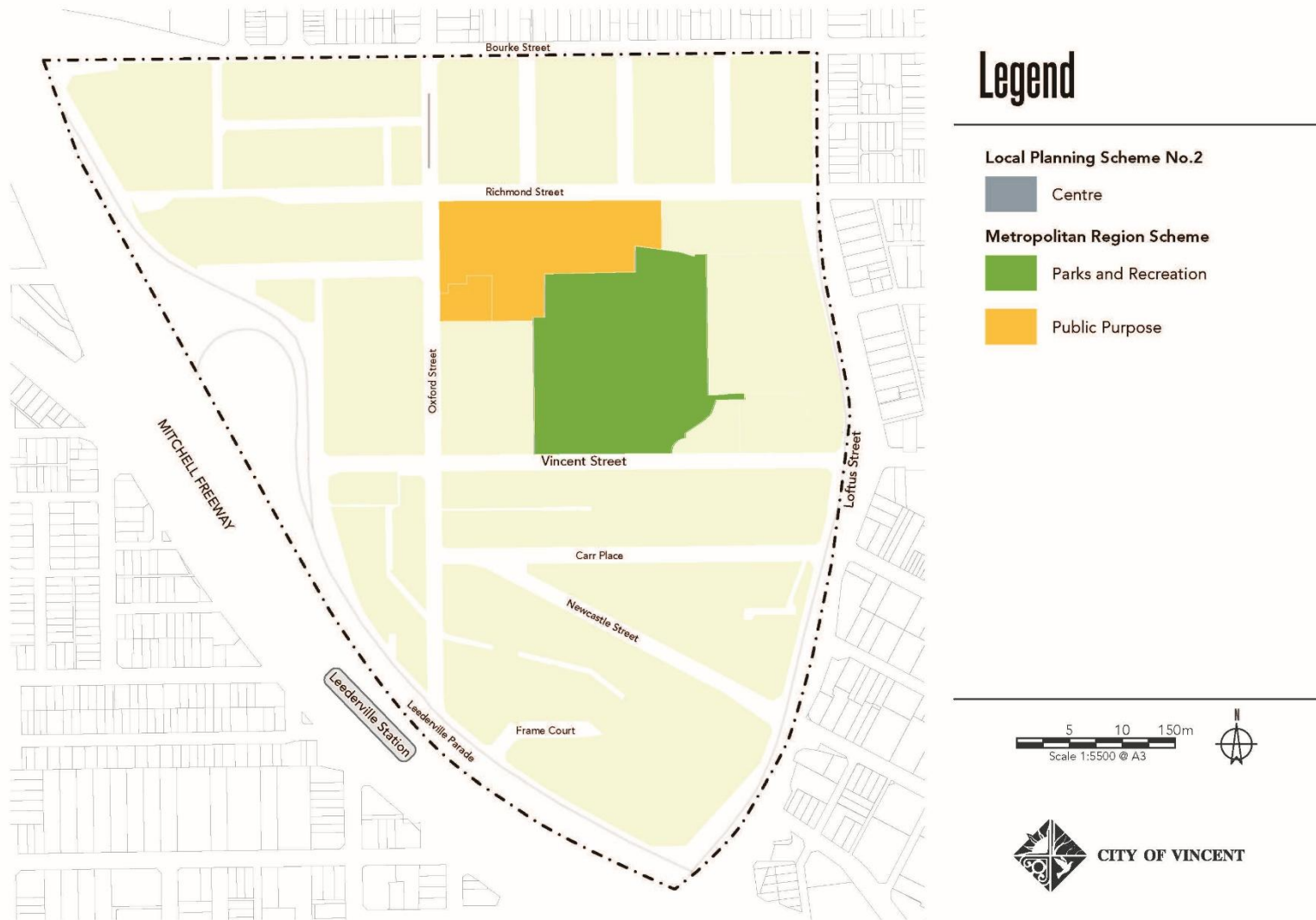


Figure 15 - Local Planning Scheme zoning

3.2 Regional and sub-regional framework

Perth and Peel @ 3.5 Million

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

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

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

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

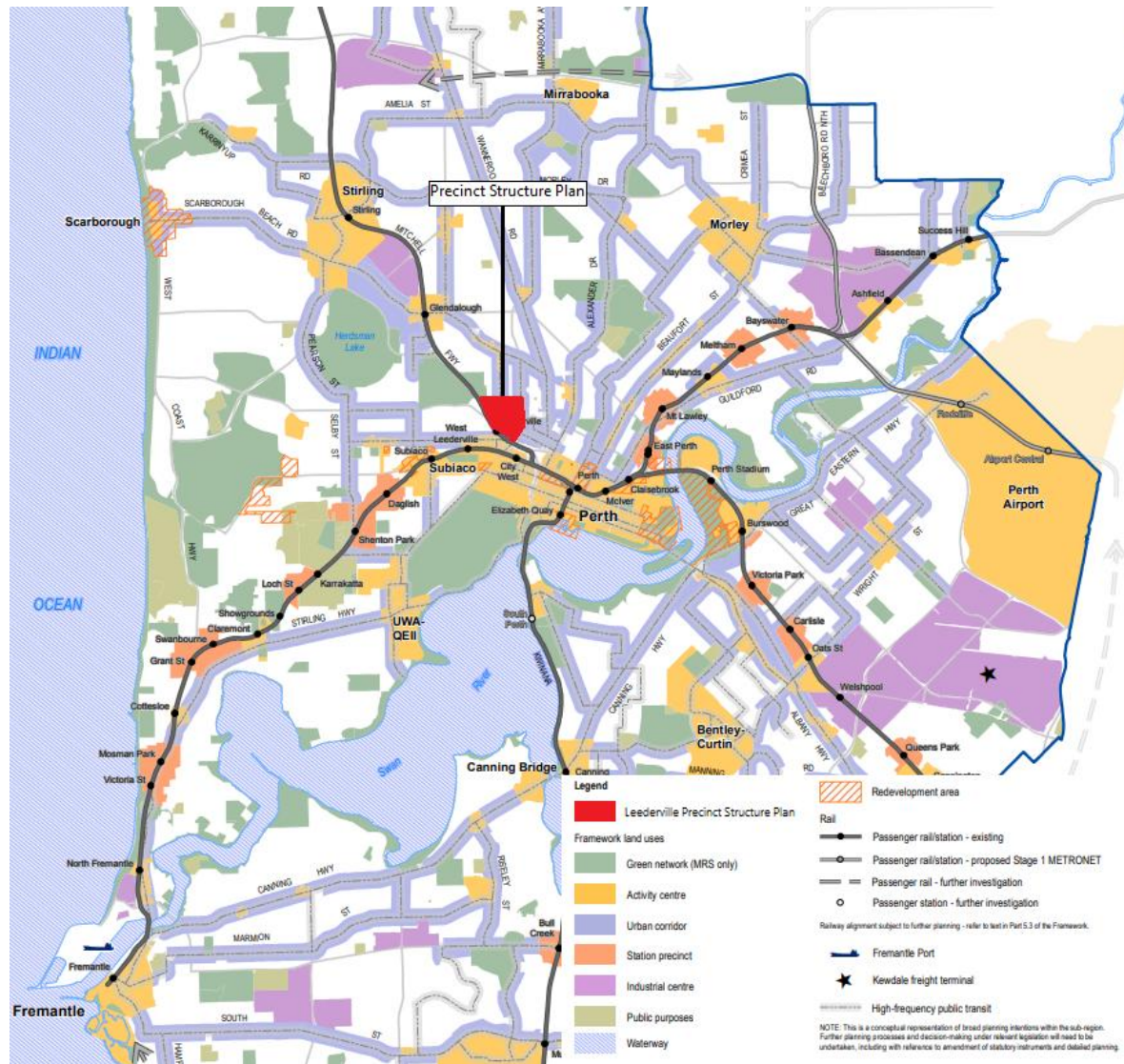


Figure 13 - Precinct metropolitan context (Perth and Peel @ 3.5 million)

3.3 State Planning Codes – Residential Design Codes

Residential Design Codes (R-Codes)

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

Volume 1

Volume 1 of the R Codes deals with design elements for all single and grouped dwellings and multiple dwellings in areas coded R30 – R60.

Volume 2

The purpose of Volume 2 is to provide comprehensive guidance and controls for the development of multiple dwellings (apartments) in areas coded R60 and above, within mixed use development and activity centres.

3.4 State planning policies

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

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

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

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

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

- Perth Capital City

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

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

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

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

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

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

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

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

SPP 5.4 identifies the State's transport corridors and the trigger distances to which the policy applies. As noted in Figure 14 - SPP 5.4 affected areas, the Leederville precinct is significantly affected by 'strategic freight or major traffic route' (Mitchell Freeway), 'other significant freight or traffic route' (Vincent and Loftus Streets) as well as the 'Metropolitan passenger railway' (Leederville station, Joondalup line).

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

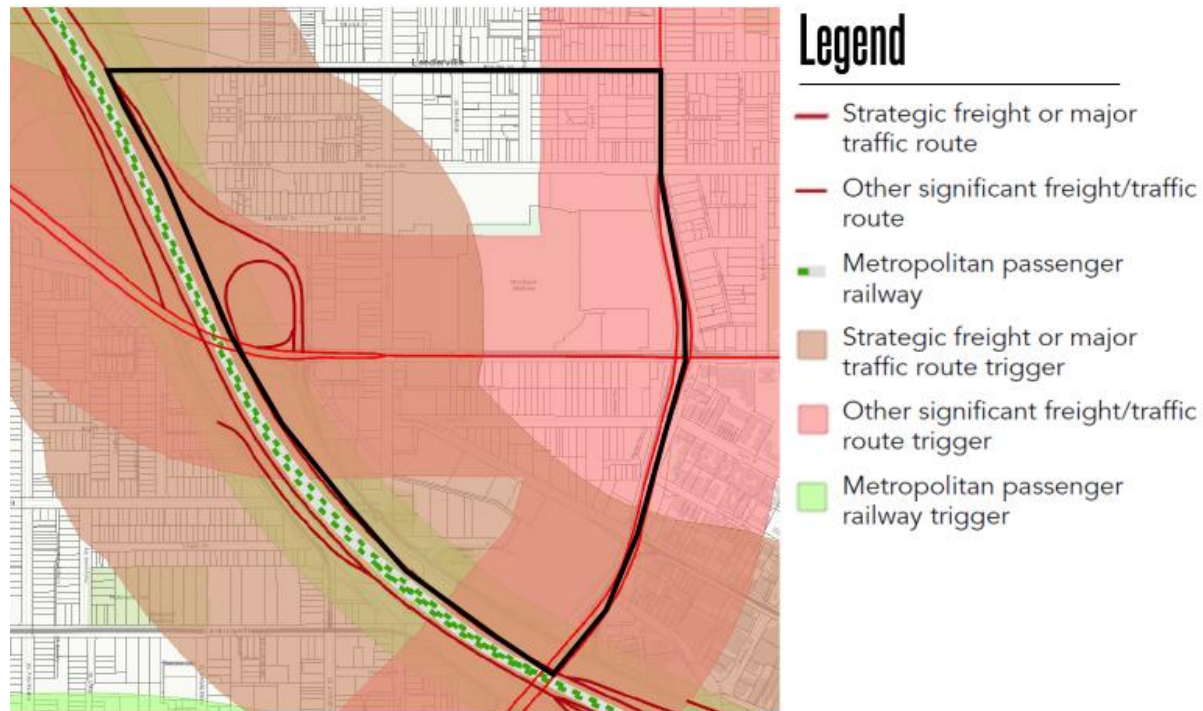


Figure 14 - SPP 5.4 affected areas

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

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

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

State Planning Policy 7.2 Precinct Design (SPP 7.2)

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

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

State Planning Policy 3.6 Development Contributions for Infrastructure

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

New infrastructure through development incentives is provided in Part 1.

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

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

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

3.5 Local Planning Strategy

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

Key recommendations of the Local Planning Strategy include:

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

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

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

Strategic Community Plan (SCP)

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

The SCP establishes six key priorities:



Figure 15 - SCP key priorities

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

3.6 Local Planning Policies

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

3.7 Leederville Town Centre Place Plan

The Place Plan outlines the funds and resources the City has specifically committed to the Leederville Town Centre. The boundary of Leederville Town Centre encompasses the area zoned Centre under LPS2.

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

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

The Place Plan is reviewed and updated annually. This allows the progress of actions to be reported on, including updating actions to reflect where they are in the project delivery cycle, and for minor amendments to the actions to be included. The City undertakes a major review and the development of a new Place Plan every 5 years.

4.0 Vision

The vision for the Leederville Precinct is:

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

4.1 General Objectives

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



ENHANCED ENVIRONMENT

- 29 Retain and increase tree canopy.
- 30 Include high quality landscaping in new developments.
- 31 Provide public open space to meet the future needs of the precinct.
- 32 Prioritise sustainable development outcomes.



ACCESSIBLE CITY

- 33 Prioritise universal access.
- 34 Prioritise pedestrians; followed by cyclists; followed by public transport users; followed by people who choose to drive.
- 35 Prioritise pedestrian, cycling and public transport users' safety and efficiency.
- 36 Provide a variety of land uses around public transport nodes.
- 37 Facilitate a mode shift away from private vehicles.
- 38 Improve access into and around the precinct.
- 39 Improve public transport patronage.



CONNECTED & HEALTHY COMMUNITY

- 40 Provide spaces for events, festivals, markets and activities.
- 41 Build places to play, relax and be entertained.
- 42 Maintain and enhance community and education options.
- 43 Provide and plan for an equitable and inviting community.



THRIVING PLACES

- 44 Activate street-facing shop fronts and offices.
- 45 Provide a diverse range of land uses and dwelling types to cater for all members of the community.
- 46 Achieve a critical mass of residents, visitors and workers to support new retail and community offerings.
- 47 Improve the quality, safety and comfort of the precinct.



SENSITIVE DESIGN

- 48 Maintain daylight access to public and private open spaces.
- 49 Retain and enhance established character and heritage elements.
- 50 Scale and design buildings to respect and complement existing character.
- 51 Facilitate height and density that is sensitive to human scale.
- 52 Achieve exemplary design outcomes.
- 53 Facilitate sustainable building and place design, construction and operation.



INNOVATIVE & ACCOUNTABLE

- 54 Conduct transparent and sincere assessment and engagement.
- 55 Respond to infrastructure and asset deficiencies.
- 56 Advocate for changes outside of the City's control.

4.2 Sub-Precinct Objectives

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

4.2.1 Village

The Village should be:

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

4.2.2 Urban Frame

The Urban Frame should be:

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

4.2.3 Cityscape

The Cityscape should be:

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

4.2.4 Suburban

The Suburban sub-precinct should be:

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

4.2.5 Education and Civic

The Education and Civic sub-precinct should be:

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

4.3 Sub-Precinct Character

4.3.1 Village

Existing Character

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

The road treatment (on-street parking and coloured asphalt) and reduced speed limits along Oxford Street provide a visual cue to define the space as a pedestrian environment. Street furniture includes parklets (car bays converted into public spaces), bicycle parking racks, shop and

parking signage, rubbish bins, bus stops and seating. However, it is the mix of retail, cafes and restaurants that spill out into the street that contribute to the buzz of activity and create a lively, energetic atmosphere.

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

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

Desired Character

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

#	Recommendation	Ref.
1	Permit a range of land uses to improve day and night time activity, within premises and out onto the street in form of alfresco spaces, Parklets and the like, with land uses centred on retail, café and restaurants.	Plan 1 Clause 3
2	Provide new pedestrian linkages to improve accessibility to the area from outside of the Village Precinct and beyond	Plan 2 Clause 4
3	Maintain the human scale of the centre of the village through low building heights	Part 1 Clause 4.2

4	Street trees, pedestrian footpath improvements and continuous awnings will enhance pedestrian amenity	Part 1 Clause 4.1.1 Clause 4.1.9
5	Streets within the area to be slow vehicle environments with a focus on pedestrian and cycling legibility and safety.	Part 1 Clause 4.1.11
6	Creation of public spaces which acknowledge the cultural heritage of the precinct.	Part 1 Clause 5.1

4.3.2 Urban Frame

Existing Character

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

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

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

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

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

Desired Character

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

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



PLAN 2 - SUB-PRECINCT MAP

Leederville Activity Centre Precinct

- Structure Plan Boundary
- Sub-Precincts (Heights)**
- Village (acceptable 3)
- Cityscape (acceptable 18, max. 25)
- Urban Frame Type A (acceptable 12, max. 16)
- Urban Frame Type B (acceptable 8, max. 10)
- Urban Frame Type C (acceptable 6)
- Suburban Type A (acceptable 4)
- Suburban Type B (acceptable 3)
- Suburban Type C (as per local framework)
- Education and Civic (subject to future planning)
- Development Opportunities**
- Transitional Height
- Proposed Social Space
- Existing Landmark Site
- Key Development Site
- Formalised Public Thoroughfare
- Existing Public Transport Routes
- Potential Public Transport Routes
- Potential Pedestrian Link
- Existing Access Easement

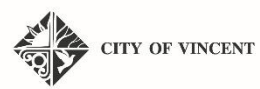
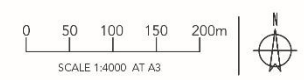


Figure 16 - LPSP Precincts

4.3.3 Urban Frame – Type A

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

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

#	Recommendation	Ref.
1	Increase density to encourage varied uses..	Part 1 Plan 1
2	Provide safe and comfortable pedestrian and cyclist networks	Plan 2
3	New pedestrian linkages are to be introduced to improve accessibility to the Village Precinct. The area provides a direct point of access to the Village Precinct from the outer areas of the Activity Centre.	Plan 2
4	Ensure landmark sites, including the Village Square, to be developed to a high quality in order to represent the character of Leederville via the Design Review Panel process	Part 1 Clause 4.1.2c

4.3.4 Urban Frame – Type B

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

#	Recommendation	Ref.
1	Provide safe and comfortable pedestrian cyclist networks.	Plan 2
2	Existing verge trees are to be reinforced with additional street and landscaped setback areas to create a highly amenable, shady setting.	Part 1 Clauses 4.2-4.7 (Inclusive)
3	Ensure built form guidance responds to the existing sensitive residential uses.	Part 1 Clause 4.4

4.3.5 Urban Frame – Type C

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

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

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

#	Recommendation	Ref.
1	Improve the streetscape environment of Oxford Street (north of Vincent Street) to better integrate with Oxford Street (south of Vincent Street). Consistency in the use of awnings or canopies which are a feature on recent developments is encouraged.	Part 1 Clause 4.1.1
2	Street trees, pedestrian footpath improvements and continuous awnings will enhance pedestrian amenity.	Plan 2 Part 1 Clause 5.1.1
3	Streets within the area to be slow vehicle environments with a focus on pedestrian and cycling legibility and safety.	Implementation item
4	A mix of land uses around existing educational land uses to complement and draw people out from the education and civic area, into the Village precinct.	Plan 1

4.3.6 Cityscape

Existing Character

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

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

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

Newcastle Street (east) is characterised by commercial uses and has seen minimal new development in recent years. Most developments have nil street setbacks however these frontages have little interaction with the street and are either screened by signage or blinds, or contain

minimal street front glazing. Car parking exists in the front of some properties which create a greater barrier between private and public space.

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

Desired Character

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

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

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

#	Recommendation	Ref.
1	Increase density to encourage varied uses	Plan 1 Part 1
2	The area provides opportunity for water sensitive urban design.	Part 1 Clause 5.1.10
3	Car parking to be consolidated in the Avenue Car Park as part of a comprehensive mixed use development.	Part 2 Clause 5.4.5

5	Separate detailed planning to be required for landmark sites such as Lot 101 Frame Court and the Water Corporation site, in order to achieve mutually beneficial growth of new community uses and spaces, via the Design Review Panel process.	Part 2 Clause 5.4.5
6	Ensure that new development reinforces the outcome of a pedestrianised environment, with built form acknowledging the human scale with appropriate street setbacks and height.	Part 1 Clause 4.3.2 & 4.3.3
7	The area provides opportunity for innovative mixed use, residential and commercial buildings through the City's Design Review Panel.	Part 1 Clause 4.1.2

4.3.7 Suburban

Existing Character

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

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

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

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

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

Desired Character

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

#	Recommendation	Ref.
1	Facilitate a range of dwelling types that cater to a mix of demographic and living needs while supporting the ongoing vibrancy of the LPSP area.	Part 1 Plan 1
2	Streets within the area to be slow vehicle environments with a focus on pedestrian and cycling legibility and safety.	Plan 2
3	Land on Melrose Street should be classified as R80.	Plan 1
4	Building heights should be 4 storey closer to the town centre and 3 storey as the interface to the northern residential areas outside of the precinct.	Part 1 Clause 4.6 Clause 4.7

5.0 Design Elements

5.1 Urban Ecology

5.1.1 Topographical features

The topography of the precinct slopes gently towards the southwest, ranging from approximately 28 metres Australian Height Datum (AHD) just north of the Loftus Street and Vincent Street intersection to approximately 14 metres AHD along the Mitchell Freeway on the south-western boundary (Figure 17 - Topographic map)

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

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

The precinct contains a significant portion of land identified as having a moderate to high risk of Acid Sulphate Soils, within 3m of the natural soil surface (Figure 18 - Contaminated sites & Acid Sulphate Soils (DWER)). An on-site investigation should be undertaken for each development within the Acid Sulphate Soils risk area.

The Leederville Precinct also contains two separate contaminated sites, registered under the Contaminated Sites Act 2003 as 'Remediated Restricted Use' (Figure 18 - Contaminated sites & Acid Sulphate Soils (DWER)).

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

#	Recommendation	Ref.
1	Key development sites shall undertake detailed studies to determine the extent of contamination and remediation required.	Part 1 Clause 4.1.3
2	Development within the moderate to high risk Acid Sulphate Soils area shall require investigative reports to be included with new development and subdivision applications.	Part 1 Clause 4.1.3

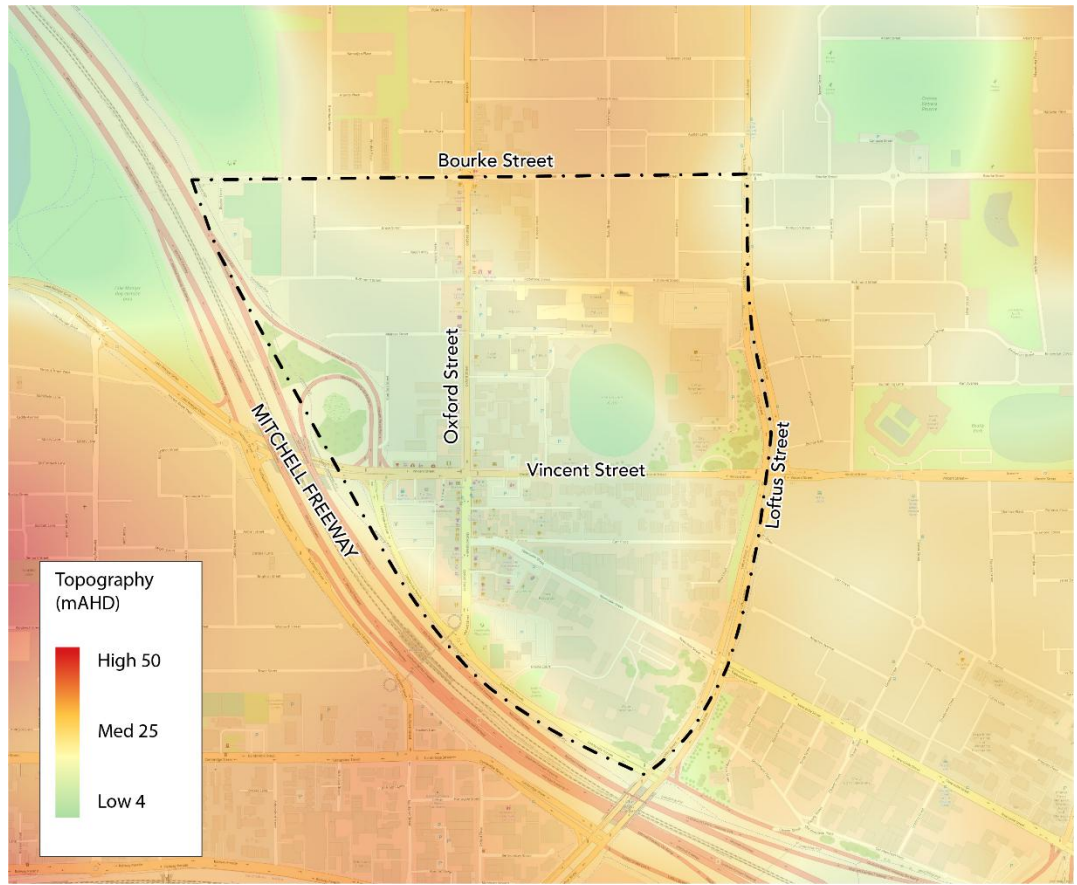


Figure 17 - Topographic map

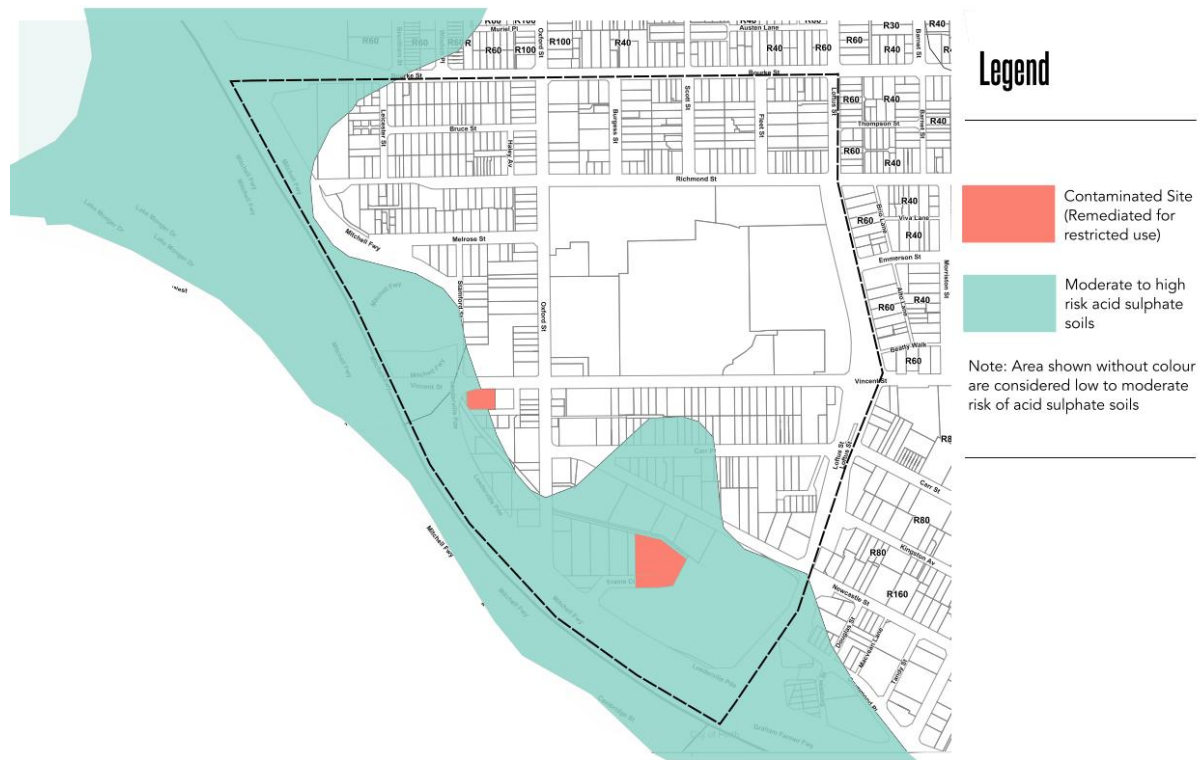


Figure 18 - Contaminated sites & Acid Sulphate Soils (DWER)

5.1.2 Biodiversity and environmental assets

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

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

#	Recommendation	Ref.
1	Development proposing the removal of any native vegetation is required to first undertake a flora and fauna assessment.	Part 1 Clause 4.1.3

5.1.3 Landscape and Vegetation

The landscape and vegetation features of the Leederville Precinct are as follows: Street trees of both native and exotic species;

- Areas of medium and tall canopy cover located on the outer edge of the precinct, with reduced canopy towards the centre;
- Commercial areas lacking greenspace and vegetation due to increased hardstand areas for buildings;
- The majority of tree producing canopy cover is located on public land; and
- No water courses, however does contain a Water Corporation drain which abuts the Mitchell Freeway.

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

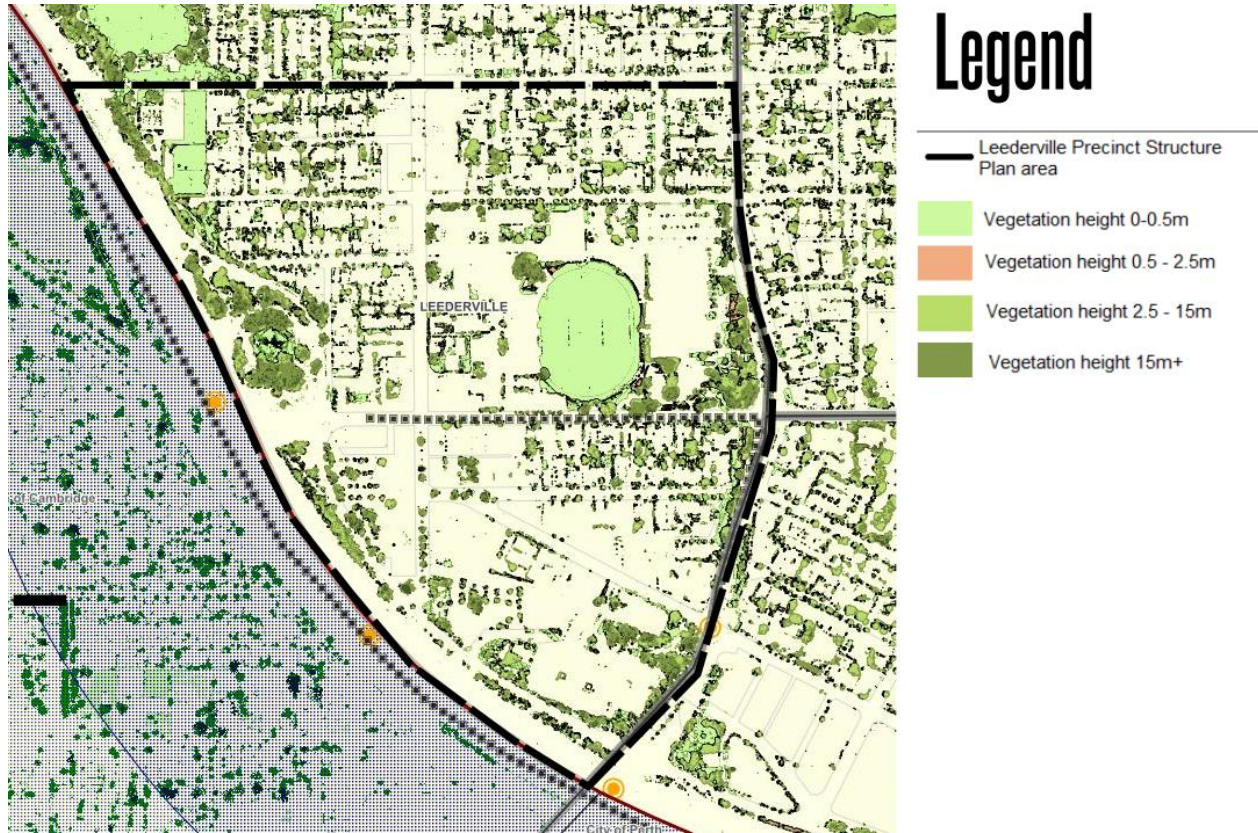


Figure 19 - Vegetation mapping (City of Vincent 2014)

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

Due to the scale of development that has already occurred in Leederville, there is minimal existing landscaping and the opportunity for future landscaping is significantly reduced. As a result Figure 20 - Urban heat absorption with temperature shown in degrees (GHD) shows the extent of heat absorption for the precinct, resulting in higher temperatures, greater energy use and lower air quality.

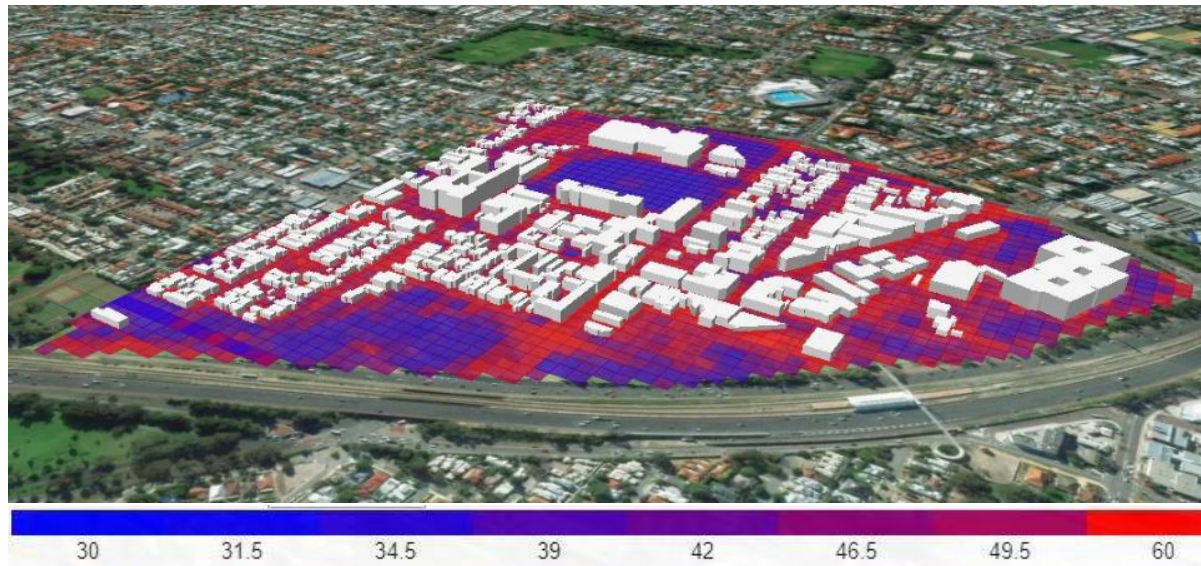


Figure 20 - Urban heat absorption with temperature shown in degrees (GHD)

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

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

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

For private land, the Greening Plan proposes:

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

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

These outcomes will provide:

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

#	Recommendation	Ref.
1	Green spaces to be integrated with built form to achieve consistency between private and public land.	Part 1 Clause 4.1.3
2	Ensure established trees with canopy are retained as part of any new development.	Part 1 Clause 0
3	Ensure new development provides adequate deep soil area to support and sustain the development of tree canopy on private land.	Part 1 Clause 4.1.3

4	Support for pedestrian desire lines, including the planting of native shade producing trees and vegetation	Implementation table
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5.1.4 Water management

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

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

#	Recommendation	Ref.
1	All development is to address and comply with the principles of Water Sensitive Urban Design (WSUD).	Part 1 Clause 4.1.8

5.1.5 Energy and climate change

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

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

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

All new development in the Leederville precinct must incorporate energy efficient building design to meet established benchmarks of State (Residential Design Codes of WA, National Construction Code). All new buildings should be oriented to optimise solar access, natural cross ventilation and incorporate thermally efficient building materials.

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

#	Recommendation	Ref.
1	Development incentive framework to include environmentally sustainable design measures.	Part 1 Clause Error! Reference source not found.

5.1.6 Waste management

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

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

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

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

5.1.7 Urban structure

While the area does have some land parcels which are not uniform in shape and size, such as the Water Corporation site and The Avenue car park (refer Figure 8 - Property Ownership), the majority of lots are rectangular.

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

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

The south of Vincent Street is where the majority of commercial activity and mixed use residential development exists within the precinct. This area contains the bulk of the village sub precinct, which has its focal point at the Oxford and Newcastle Street intersection. Vehicle access and

movement across the area is supported by Oxford and Newcastle Streets, with Leederville Parade, Loftus and Vincent Streets on the periphery of the area.

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

Scale and built form characteristics

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

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

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

Age and condition of development

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

Heritage

There are 19 heritage listed sites of various categories within the precinct (Figure 21 - Heritage and Character buildings).

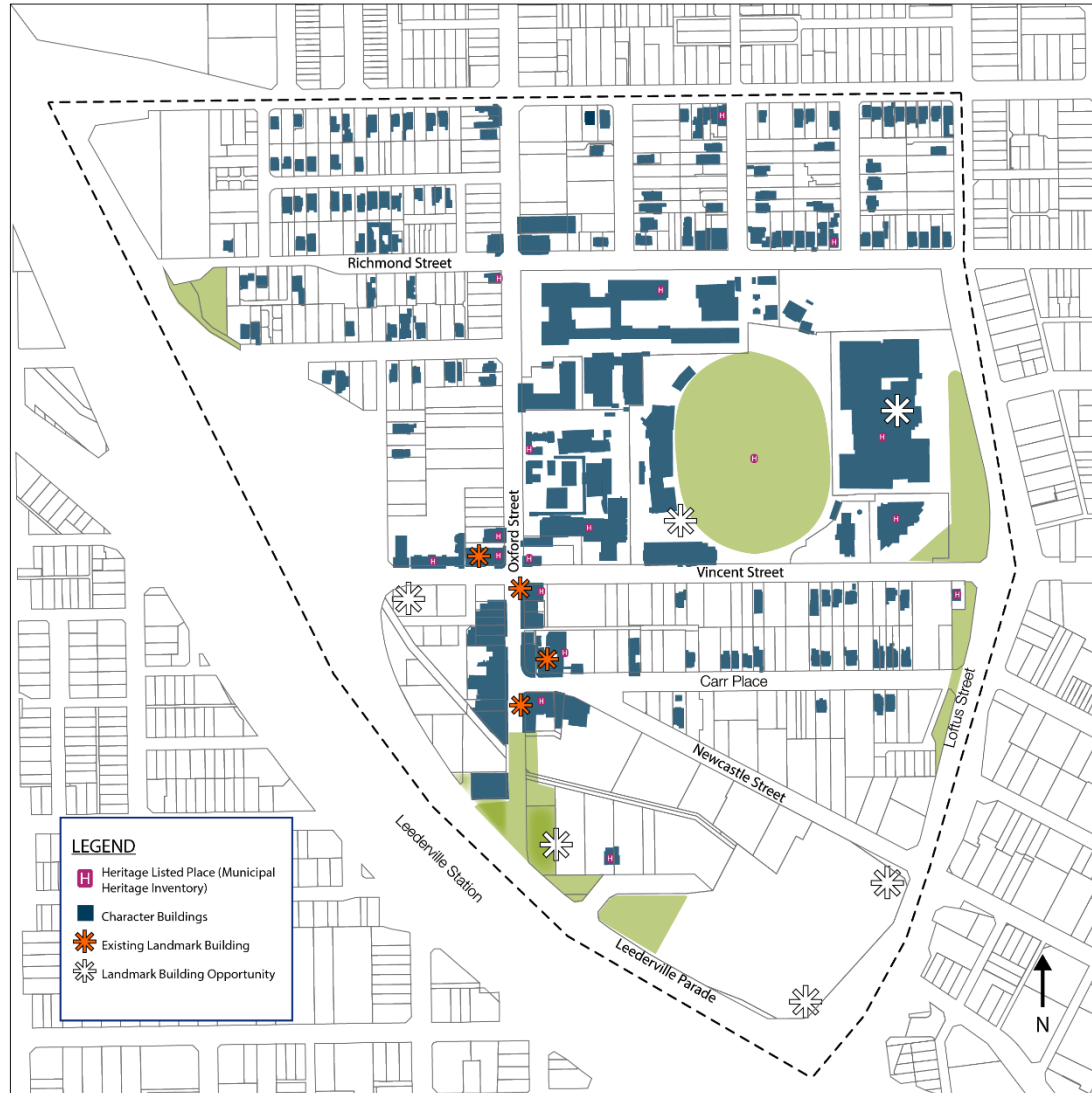


Figure 21 - Heritage and Character buildings

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

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

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

Fourteen places are listed on the City's Local Heritage List. These include:

- 62 Frame Ct (The Y HQ);
- 112-124 Oxford Street;
- 150-154 Oxford Street;
- 742 Newcastle Street (Leederville Hotel);
- 1 The Avenue (Olive Trees);
- 69 Bourke Street;
- 245 Vincent Street;
- 159 Oxford Street (New Oxford Cinema);
- 163-167 Oxford Street (Shopping Precinct);
- 244 Vincent Street (CoV Admin Building);
- 99 Loftus Street (Loftus Centre);
- 246 Vincent Street (Leederville Oval);

- Main Roads Reserve (Horrays Tree);
- 164 Oxford Street (Fmr Primary School);
- 43 Richmond Street (TAFE); and
- 64 Richmond Street.

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

Crime Prevention Through Environmental Design

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

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

#	Recommendation	Ref.
1	Manage building height in the precinct through the use of sub-precincts and development incentives.	Part 1 Plan 2 Clause 4.1.4 Clause 5.1
2	Encourage additional lighting in areas of low foot traffic.	Safer Places by Design – Planning Guidelines
3	Improve and expand public spaces into areas of lower activity.	Part 1

		Plan 1 Clause 4.1.9
4	Require heritage and character buildings to be retained and incorporated in new development proposals.	Part 1 Clause 4.1.2
5	Allow for contemporary architecture as long as it creatively interprets materials, forms and patterns found in the area.	Part 1 Clause Error! Reference source not found.
6	Any new development (including additions) within a character area or adjacent to a heritage listed building should be consistent with the Burra Charter principles and be designed in a manner that positively reflects and complements the streetscape, reflecting a similar bulk, scale and architectural rhythm.	Part 1 Clause 4.1.2
7	Any new development or substantial additions to a character or heritage listed building should be required to be consistent with the recommendations of a heritage impact statement undertaken by a suitably qualified heritage architect.	Part 1 Clause 4.1.2
78	Ensure development provides large openings to the street or clear glazing to encourage passive surveillance and activity.	Part 1 Clause 4.1.2
90	New development or additions to existing developments are to be designed to allow tenancies to adapt as demand and requirements change over time.	Part 1 Clause 0

5.1.8 Street interface

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

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

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

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

Improving pedestrian experience and accessibility along key commercial connections is integral for the functional and vibrancy of the precinct. Encouraging pedestrians and transport mode shift is most important where 'activated frontages' and public spaces are proposed as these areas rely on pedestrian traffic to retain commercial viability and place making appeal. Given most streets within the precinct contain footpaths and street trees, it is considered pedestrian focussed streets can be achieved through building interface with the public realm.

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



Image – Oxford Street 'Village Precinct'

#	Recommendation	Ref.
1	Built form of new development to incorporate large openings to the street or clear glazing.	Part 1 Clause 4.1
2	Car parking should be sleeved behind buildings so that buildings can open directly onto the street.	Part 1 Clause 40 Setbacks
3	Vehicle access and crossovers should not be permitted from primary street frontages of developments.	Part 1 Clause 4.1
4	New developments in the Village must include non-residential land uses on the ground floor to create an active and open relationship with the street.	Part 1 Clause 0

5.2 Public realm

5.2.1 Green network and public open space

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

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

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

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

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

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

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

Public and community infrastructure

As the population in the area grows, public and community infrastructure will be needed to support the sustained success of the town centre.

Public infrastructure includes but is not limited to public structures or streetscape items such as toilets, showers and sheltered bike storage.

Community infrastructure includes but is not limited to public indoor co-working spaces for office work, creative small scale manufacturing or meeting space.

The public and community infrastructure may be needed in particular locations as the precinct evolves.

New public and community infrastructure is recommended to be sought through development incentives. To assess the appropriateness of a proposal, evidence is to be provided demonstrating the need and support of the proposed infrastructure. An evolving list of community needs may also be created and updated by the Town Team, this will also guide the assessment of the proposed infrastructure.



Figure 22 - Public open space



Image – Public spaces outside the Leederville Hotel

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

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

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

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

Reserve number (refer Figure 22 - Public open space)	Reserve Name	Primary Purpose	Site Hierarchy	POS Site area (ha)	Site Function
1	Venables Park	Passive activities/access way	Local POS	0.22	Recreation
2	Richmond Street Reserve	Passive activities	Local POS	0.17	Recreation
3	Keith Frame Park	Passive activities	Local POS	0.65	Recreation

4	Leederville Oval	Sports Stadium	Leased Sports (Special Purpose)	4.65	Sport
5	Leederville Tennis Club	Tennis Club	Leased Sports (Special Purpose)	1.45	Sport
6	Oxford Street Reserve	Passive Activities	Local POS	0.20	Recreation

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

#	Recommendation	Ref.
1	Increase the ability for Leederville Village Square to be closed to vehicles to facilitate positive public spaces for community events and connection.	Part 1 Plan 1, Clause 0
2	Provide incentives for developers to create additional and improved public space outcomes.	Part 1 Clause 0
3	Require all developments to provide payment in lieu of public open space provision.	Development Control Policy 2.3 State Planning Policy 3.6
4	Improve walking and cycling connections between public spaces.	Part 1 Plan 1, Plan 2
6	Allow for flexible development options of Leederville Oval.	Part 1 Plan 1, Part 2

	Clause 5.4.5
7 Improve the connection of spaces in the existing Oxford Street Reserve.	Part 1 Plan 1
8 Seek public and community infrastructure through development incentives.	Part 1, Clause 5.1

5.2.2 Infrastructure and servicing

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

Potable Water

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

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

Ground Water

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

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

Sewer

While there is an extensive sewer network that services lots within the precinct (refer Figure 26 - Infrastructure and services located within the precinct), given the age of the area and the proposed intensification of land uses as part of the LPSP, there may be instances which require upgrades to the existing sewer network. The management of sewer infrastructure is done via an agreement between a developer and the Water Corporation.

Drainage

The Water Corporation maintains the Mounts Bay Drain which runs through the precinct (Figure 26 - Infrastructure and services located within the precinct). Water Corporation have advised of the following in relation to this infrastructure:

- The existing drain is planned to be upgraded with a new section of pipework to be constructed, stretching from Leederville (Avenue Carpark) to the Perth Convention and Exhibition Centre. This upgrade is required from 2030 onwards, however there is no indication of the timeframe for this to occur;
- Generally, no redevelopment is permitted within 10m either side of the pipe and 15m above or below the pipe; and
- Due to existing capacity of the infrastructure, no additional stormwater flows are permitted into this system.

Electrical supply

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

Communications

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

Gas

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

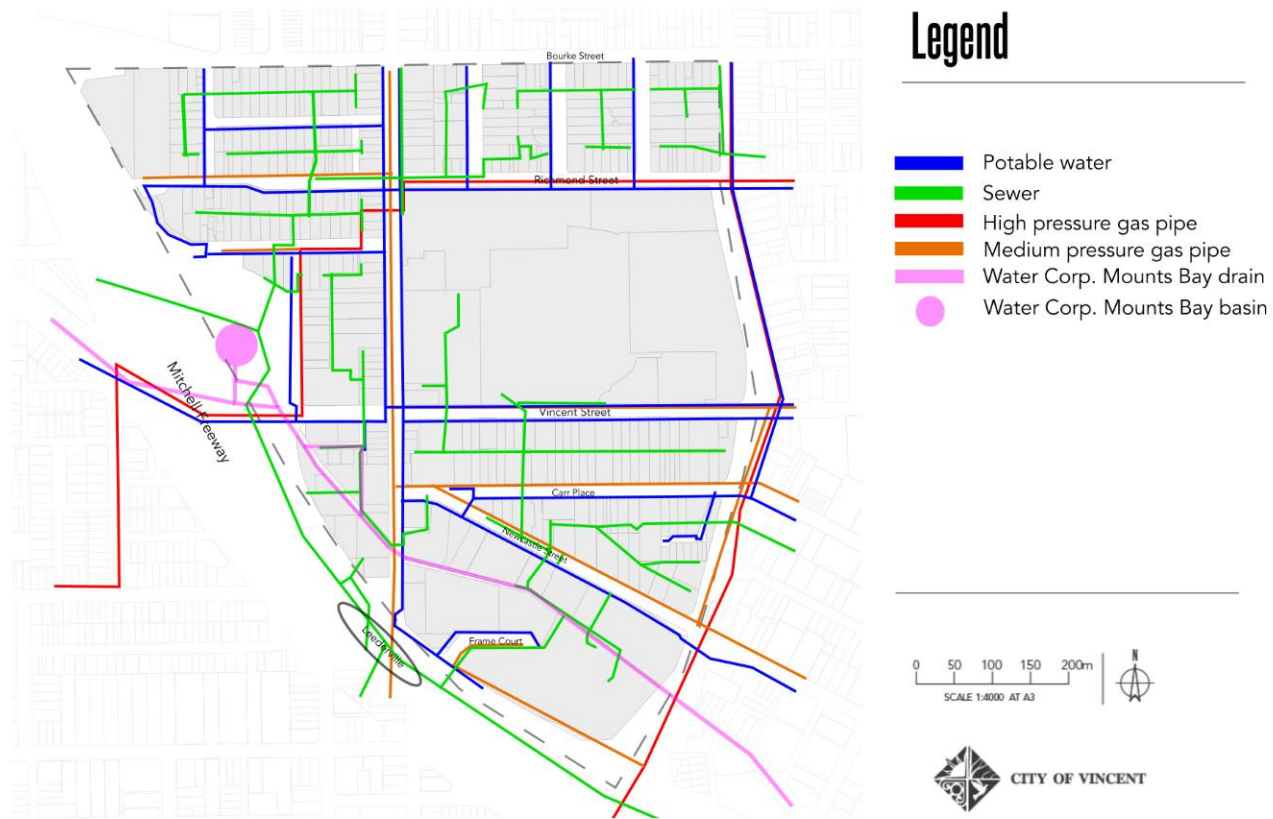


Figure 26 - Infrastructure and services located within the precinct

5.3 Land Use

5.3.1 Zoning and Land Use Location and Mix

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

The Leederville precinct currently features a diverse mix of residential, offices, community services, utilities and communications, retail, and entertainment as detailed in Section 0 above.

Residential

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

The average dwelling density per residential hectare in Vincent is 17.0. In comparison to the other local government areas within the central metropolitan sub-region, Vincent has a comparatively high dwelling density and is third only to the City of Perth (34.5 per residential hectare) and the City of Subiaco (18.5 per residential hectare) and is above the average dwelling density of 11.5 for the central metropolitan sub-region.

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

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

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

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

Dwelling Diversity

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

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

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

Household Type	Percentage of households (2001)	Percentage of households (2016)
Couples with no children	25.1%	34.8%
Lone person households	35.4%	32.8%
Couples with children	15.7%	17.1%

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

#	Recommendation	Ref.
1	Ground floor land uses should promote activity and social interaction within the Cityscape sub-precinct	Part 1 Plan 1 Clause 4.1
2	Ground floor land uses in the urban frame, may be less active land uses, such as consulting rooms, offices and private education. Uses should still provide street level activation and provide as much amenity as possible in the form of clear glazing and quality landscaping.	Part 1 Clause 0 Clause 4.1
3	Complementary land uses such as family day care, consulting rooms and shop uses, should be collocated to support similar education, recreation and civic uses.	Part 1 Clause 0 Plan 2

-
- 4 The suburban precinct should retain its key objective of medium density housing, with limited non-residential uses permitted subject to an assessment of amenity impacts. Plan 2
-

5.3.2 Employment

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

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

SPP 4.2 suggests that shop/retail should make up approximately half of all commercial floor space in a Secondary Centre. However, this is not appropriate for the Leederville Precinct. The Leederville Precinct has evolved as a sustainable commercial and residential based centre that has an adequate level of retail to support local demand. There are several other centres close to Leederville that provide for a larger proportion of retail needs, particularly larger retailers, with Subiaco being the nearest.

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

The proposed land use permissibility in Leederville is to be controlled with the Scheme. The Structure Plan map includes the two main zones of Mixed Use and Commercial.

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

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

5.3.3 Community facilities

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

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



Figure 23 - Community facilities

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

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

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

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

Schools

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

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

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

#	Recommendation	Ref.
1	That the land uses are maintained in the Community and Education precinct.	Plan 1 Clause 3
2	To align with a future Leederville Oval Master Plan it is recommended that Commercial and Mixed Use land uses be allowed in the Community and Education Precinct, while Leederville Oval remains as a Public Open Space reserve. The existing community uses can then continue in their current layout or can adapt over time to a more commercial nature in order to fund non-profit and government community uses.	Plan 1 Clause 3

3	Smaller scale facilities such as public toilets, bike lockers and showers, and rest places should be improved throughout the centre and provided through a development incentives.	Part 1, Section 5, Clause 5.1
4	Provide for housing diversity in the precinct by providing appropriately located density and residential coding.	Plan 1
5	Concentrate active ground floor land uses to maintain and add vibrancy in the Village precinct.	Plan 2

5.4 Built form

5.4.1 Built form envelopes

The built form envelopes of each precinct are detailed in section 4 of Part 1 of the Precinct Structure Plan.

5.4.2 Primary Building Controls

Building Height

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

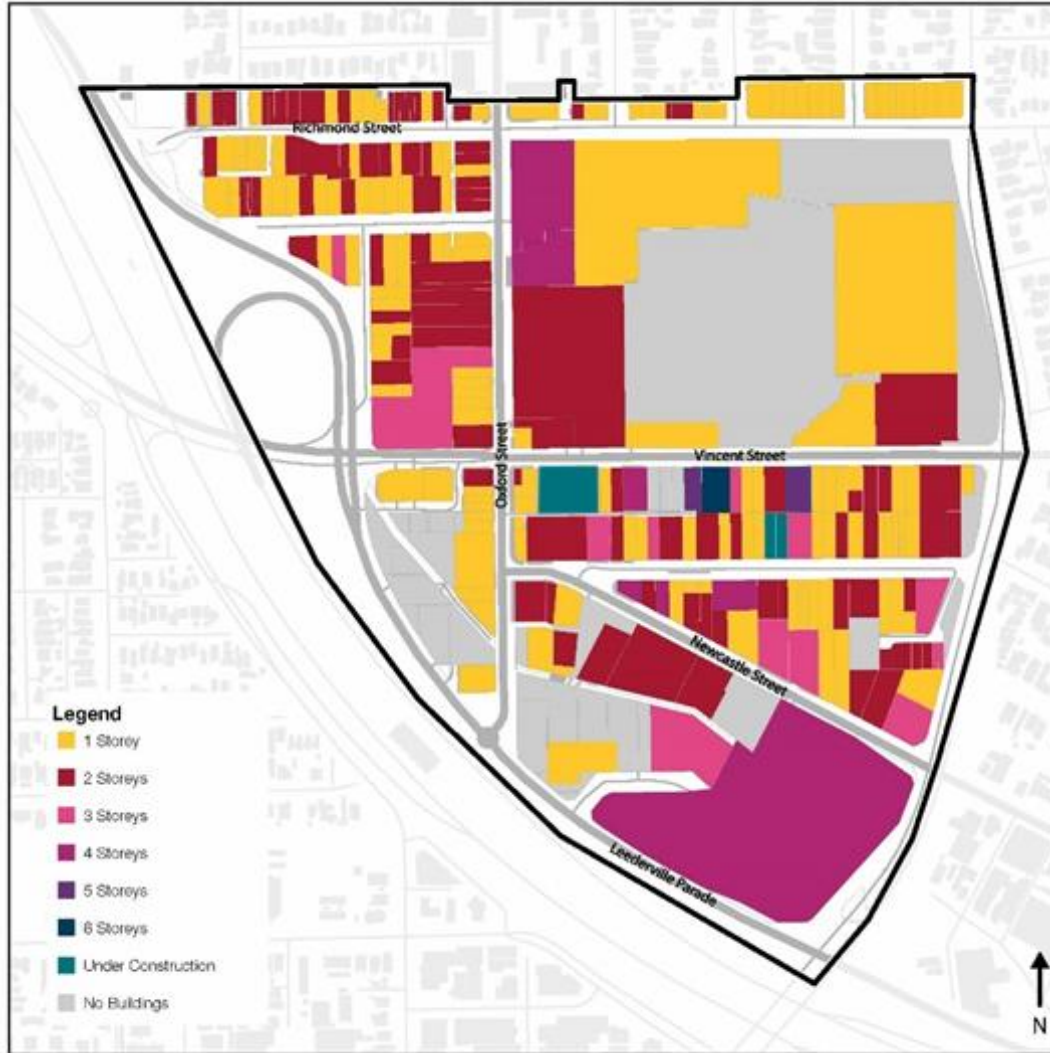


Figure 28 - Existing building height

Permitted Building Heights

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

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

Village precinct includes a height limit of 2 storeys the street with a greater setback for the third floor. The purpose is to:

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

Urban Frame – Type A & B is assigned to properties close to the core but without the same level of character. A number of properties have been developed on Vincent Street and Carr Place up to 8 storeys already. In order to provide transition between the Village, Urban Frame and Cityscape building heights between 6 and 16 storeys are proposed.

Urban Frame – Type C extends along Oxford Street north of Vincent Street and imposes a height limit of 6 storeys. This stretch of Oxford Street is outside of the core Village Precinct and has limited character significance. However, in order to avoid diluting the commercial primacy of the Village, no more than 6 storeys should be permitted. This will encourage larger offices and tenancies to locate south of Vincent Street where there is a greater level of existing and potential accessibility and activation.

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

demand exists for more. 18 storeys in Leederville means that Vincent's established residential areas can experience less pressure for development.

It is likely that developments will seek heights of greater than 18 storeys. This may be appropriate to consider on a case-by-case basis given that the 18 storey limit was calculated through a City Information Model, which assessed parking, commercial floor space, and dwelling diversity, but did not account for limitations of unique properties. When considering greater than 18 storeys, decision makers should consider:

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

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

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

Podium Provisions

The use of podiums is fundamental in preserving a sense of human scale along key pedestrian and vehicle linkages. Areas where these provisions apply have been identified in Part 1. A podium is the street front of a building that is usually between 2 and 5 storeys high and

contains active spaces, greenery, and interaction with the street. The 'tower' aspect, being the remaining levels of the building, are setback behind the podium, meaning any negative impacts on the street is mitigated.

5.4.3 Streetscape

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

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

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

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

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

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

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

A Attractive

Small units, many doors (15-20 units per 100 m)
Diversity of functions
No closed or passive units
Interesting relief in facades
Quality materials and refined details



B Pleasant

Relatively small units (10-14 units per 100 m)
Some diversity of functions
Only a few closed or passive units
Some relief in the facades
Relatively good detailing



C Somewhere
-in-between

Mixture of small and larger units (6-10 units per 100 m)
Some diversity of functions
Only a few closed or passive units
Uninteresting facade design
Somewhat poor detailing



D Inactive

Larger units with few doors (2-5 units per 100 m)
Little diversity of functions
Many closed units
Predominantly unattractive facades
Few or no details



E Unattractive

Large units with few or no doors
No visible variation of function
Closed and passive facades
Monotonous facades
No details, nothing interesting to look at



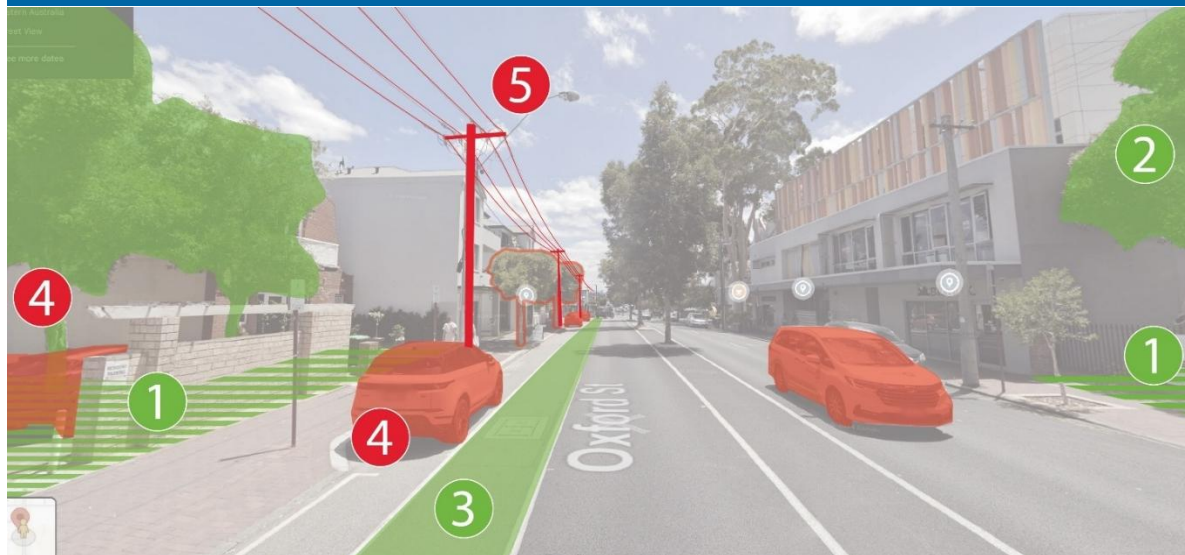
E Bland

Like E but even more unattractive



Existing Streetscape Examples

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



185-191 Oxford Street

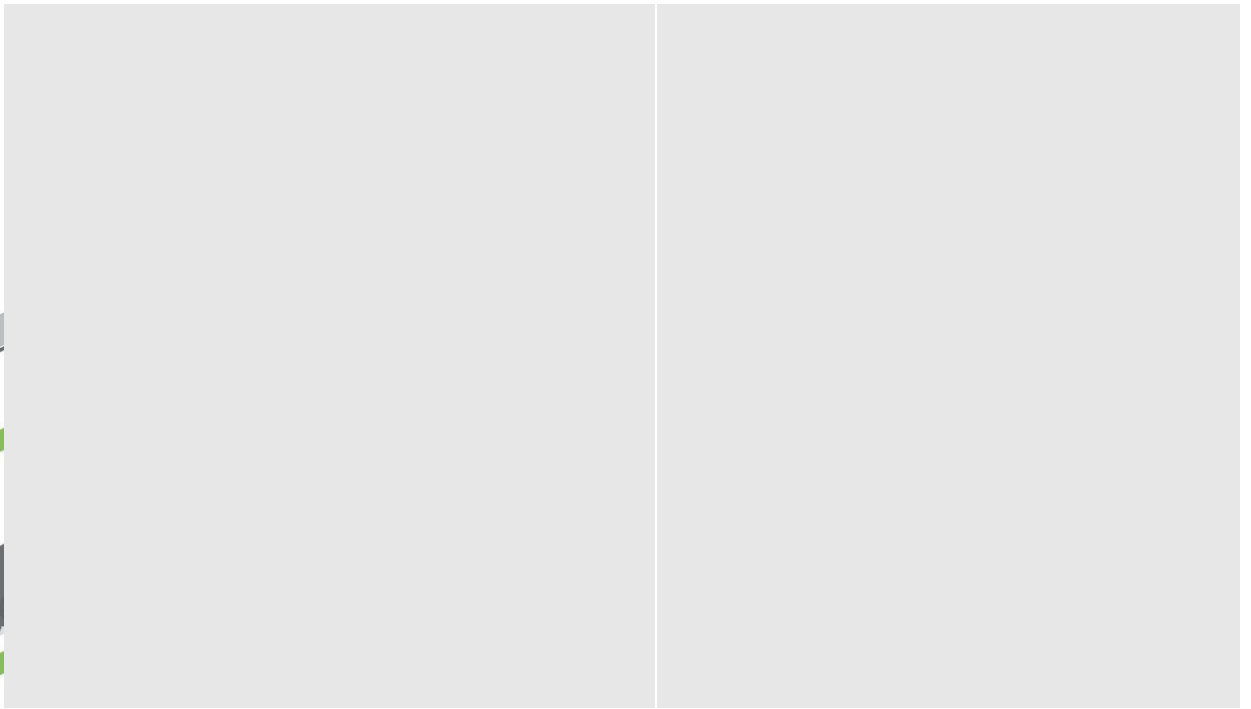
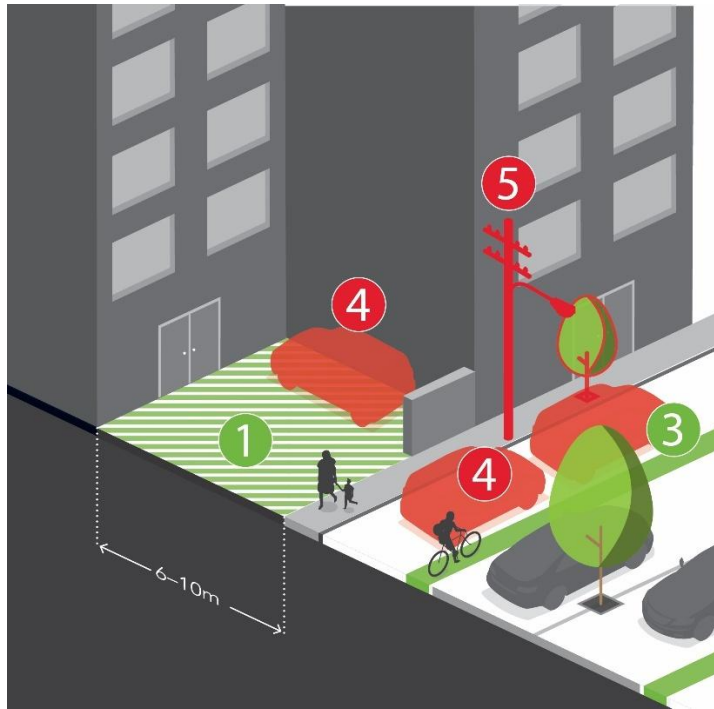
Positive

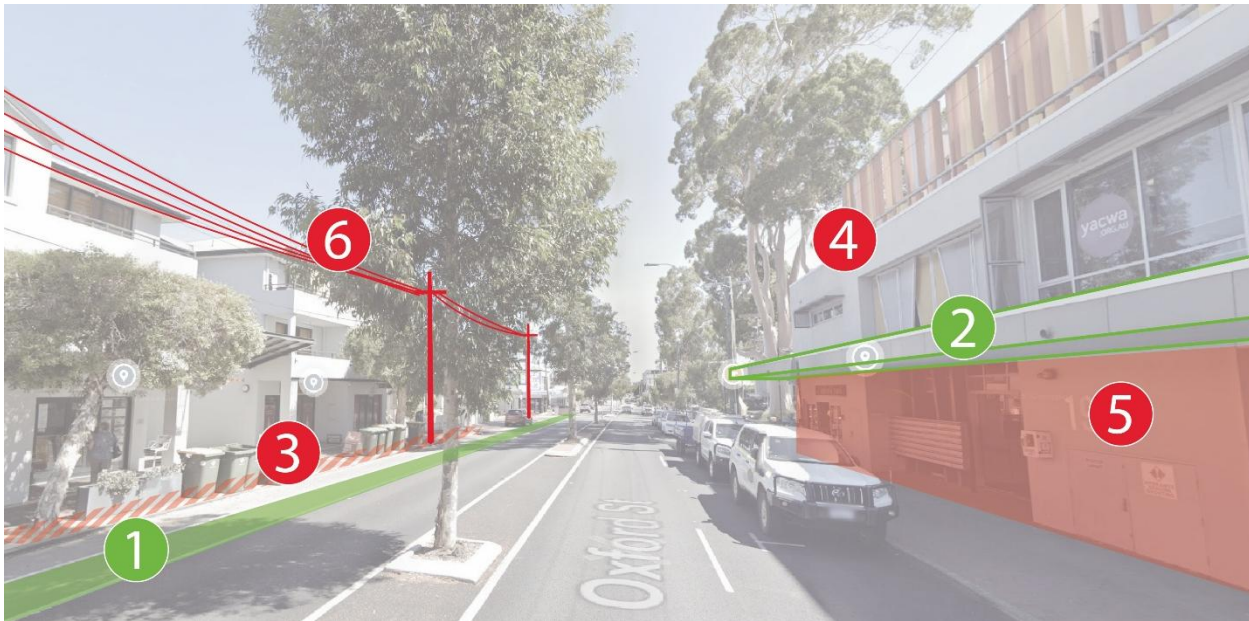
- 1 Generous setback creates spacious entrance and variety of use opportunity
- 2 Opportunity provided for some landscape treatment
- 3 Dedicated cycle lane

Negative

- 4 Diminished activation due to car dominance / residential visitor parking within front setback
- 5 Power lines and limited deep soil zones restricts tree growth

TYPE: C





193-195 Oxford Street

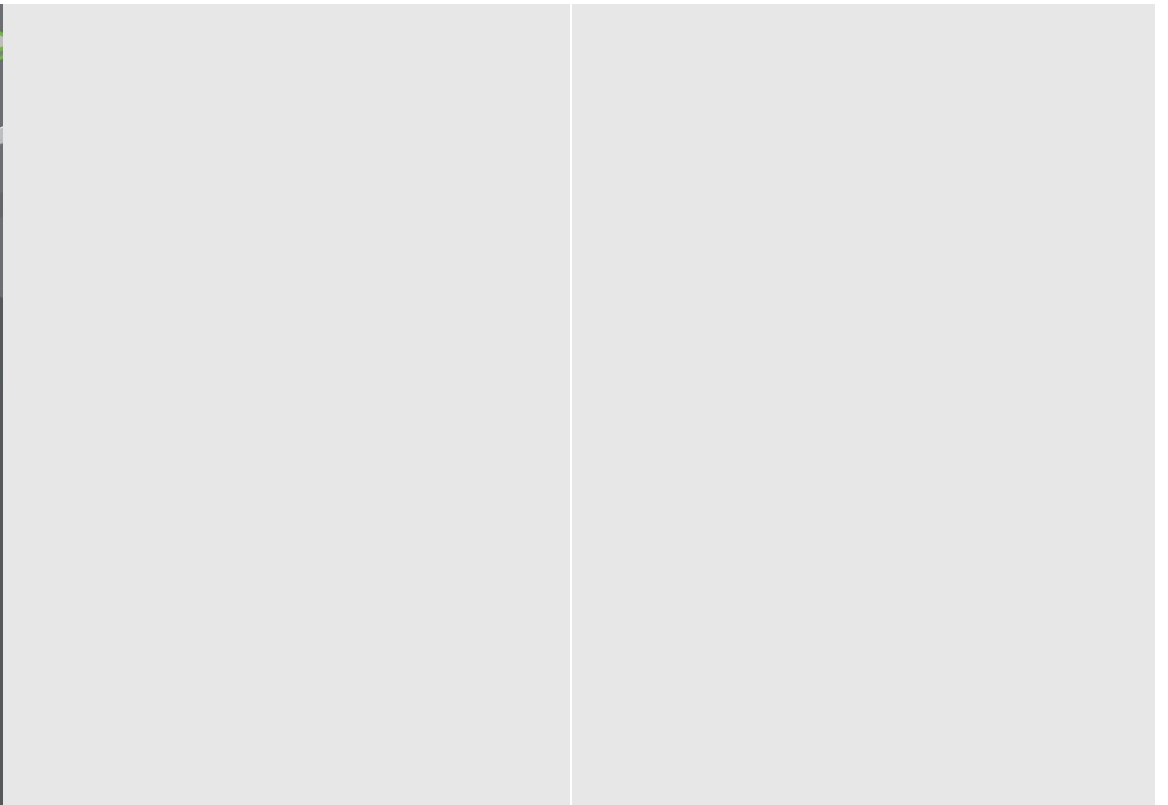
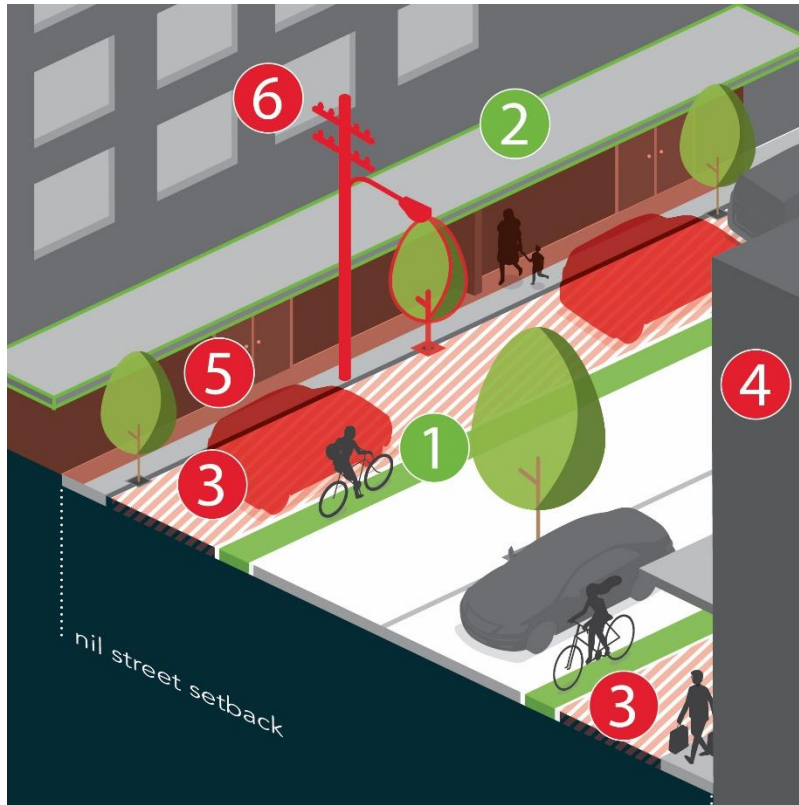
Positive

- 1 Awning treatment provides some articulation of building façade and protection from elements.
- 2 Dedicated cycle lane

Negative

- 3 No opportunity for landscape treatment at-grade
- 4 Do requirements to articulate respond to the local character
- 5 Minimal streetscape activation caused by lack of glazing and office-type uses occupying ground floor tenancies
- 6 Overhead power lines and limited deep soil areas within verge limits tree growth

TYPE: C





177-181 Oxford Street

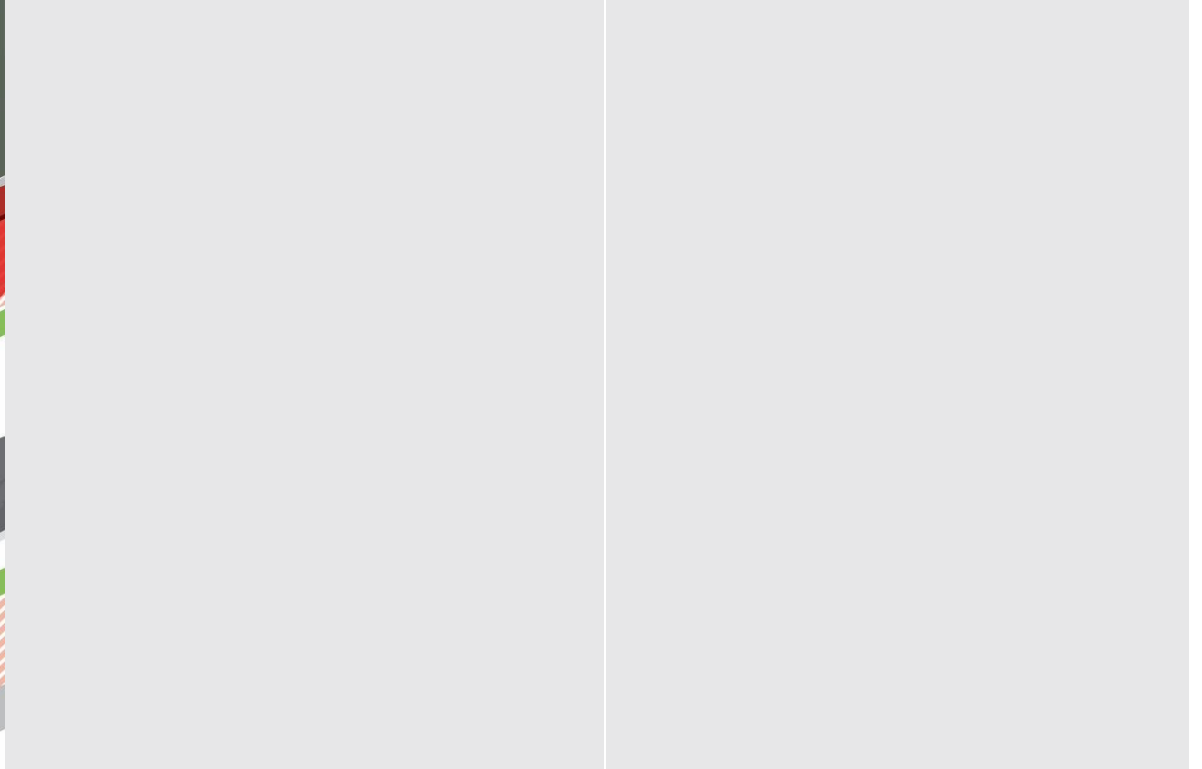
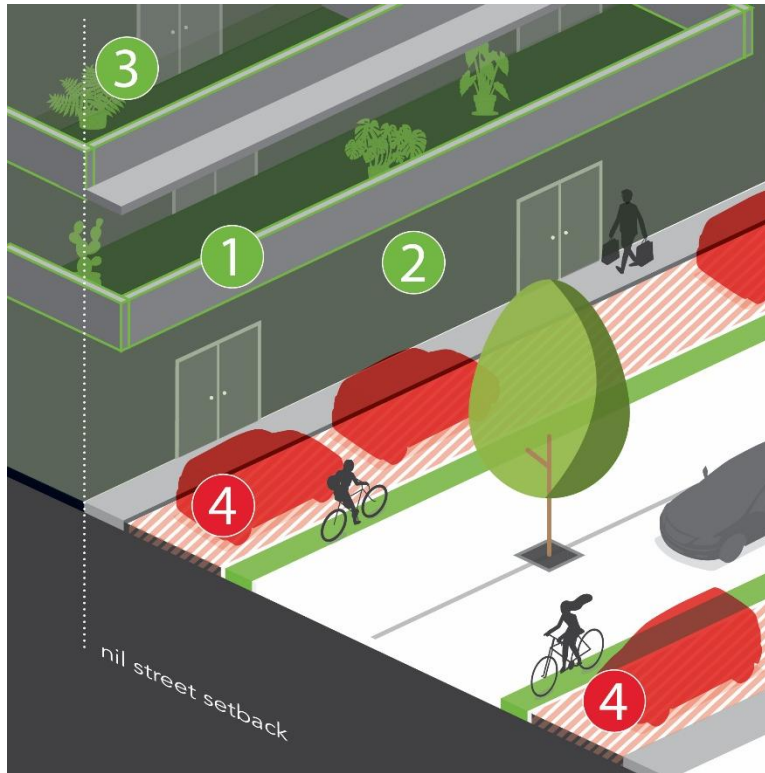
Positive

- 1 Awning and verandahs extending into public realm promotes passive surveillance
- 2 Two and three storey building form creates appropriate human scale
- 3 Landscaping / plantings within building form further adds to human scale

Negative

- 4 Lack of landscaping at-grade

TYPE: A



Newcastle Street – Existing Streetscape Pattern Analysis



661 Newcastle Street

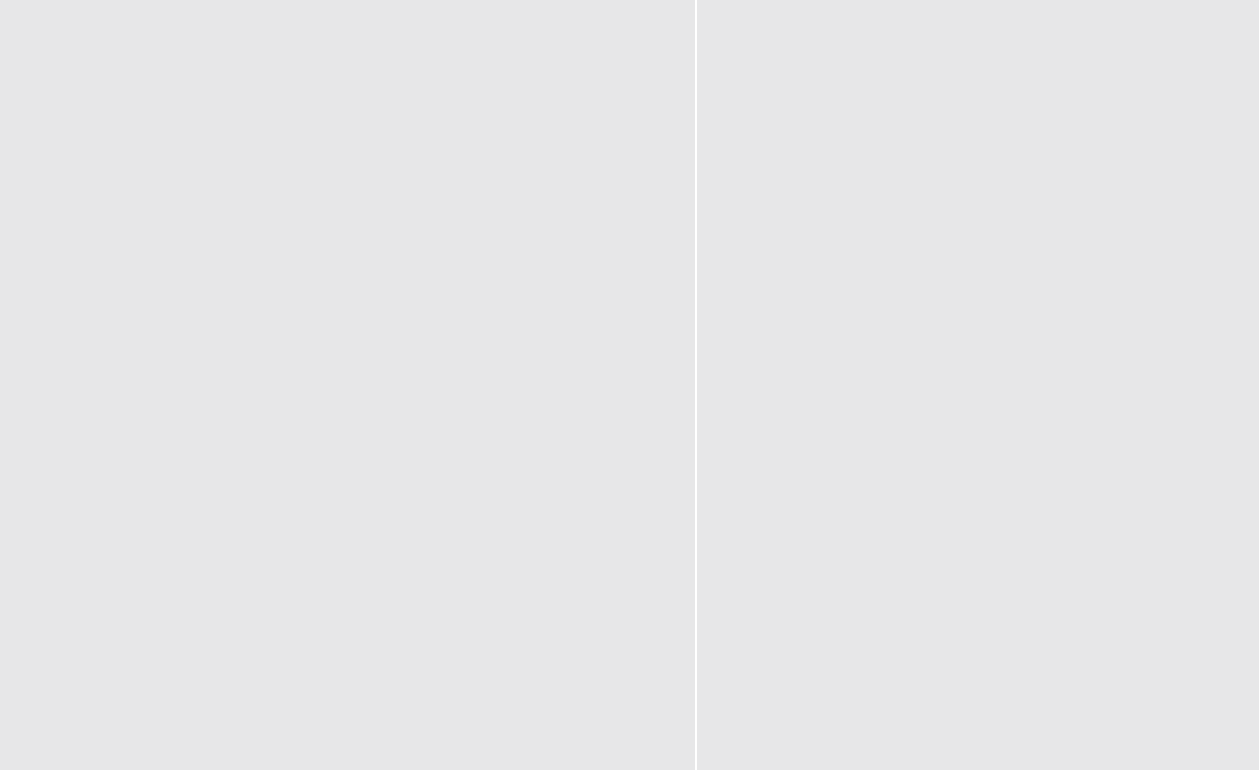
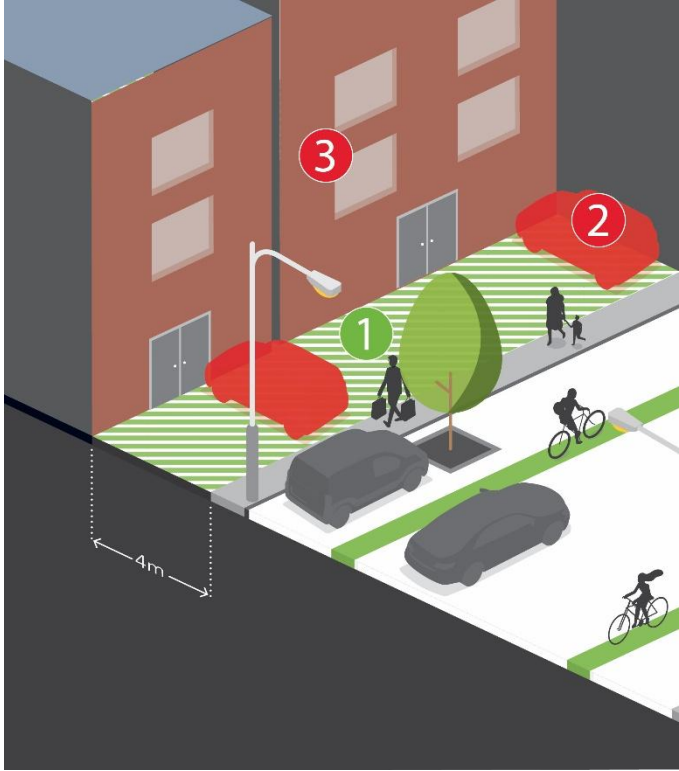
Positive

- 1 Generous setback creates spacious entrance and variety of use opportunity.

Negative

- 2 Setback results in authorised or unauthorised parking which diminishes street activation.
- 3 Inactive frontage due to office use.

TYPE: D





661 Newcastle Street

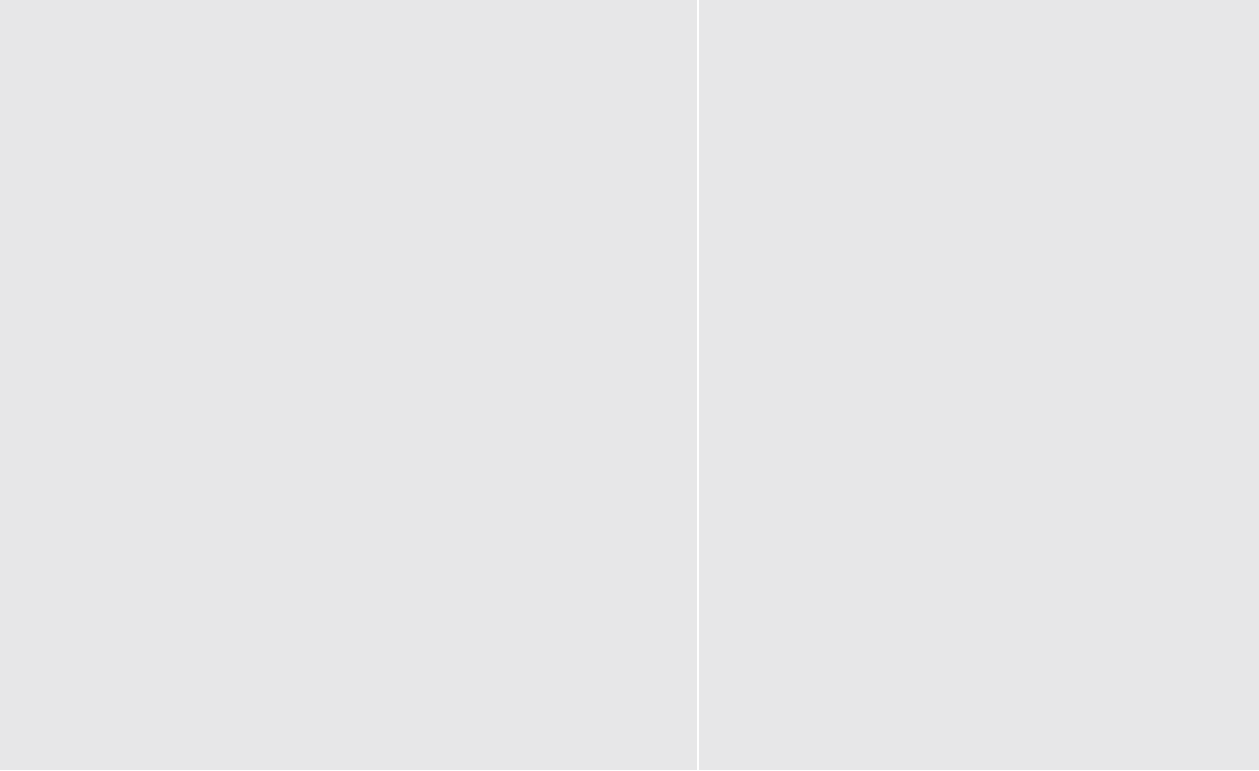
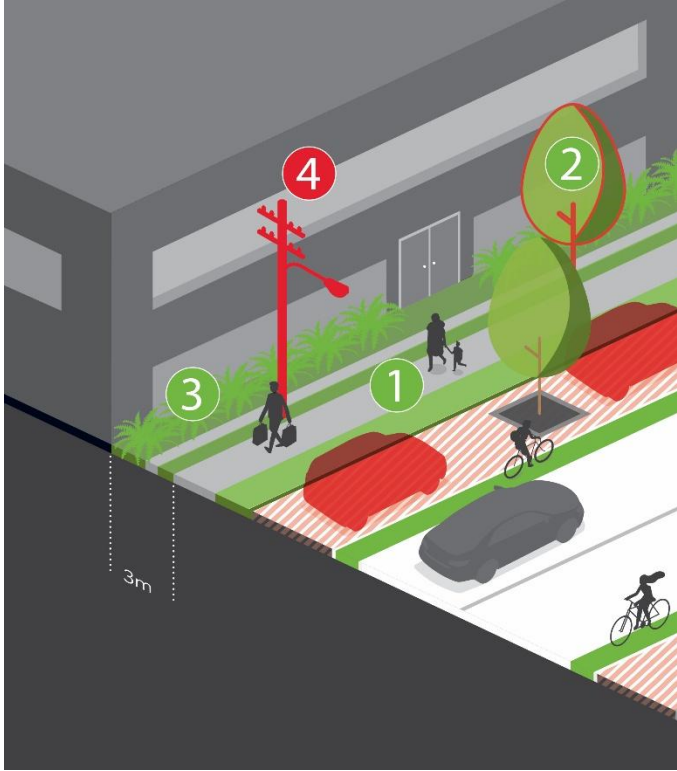
Positive

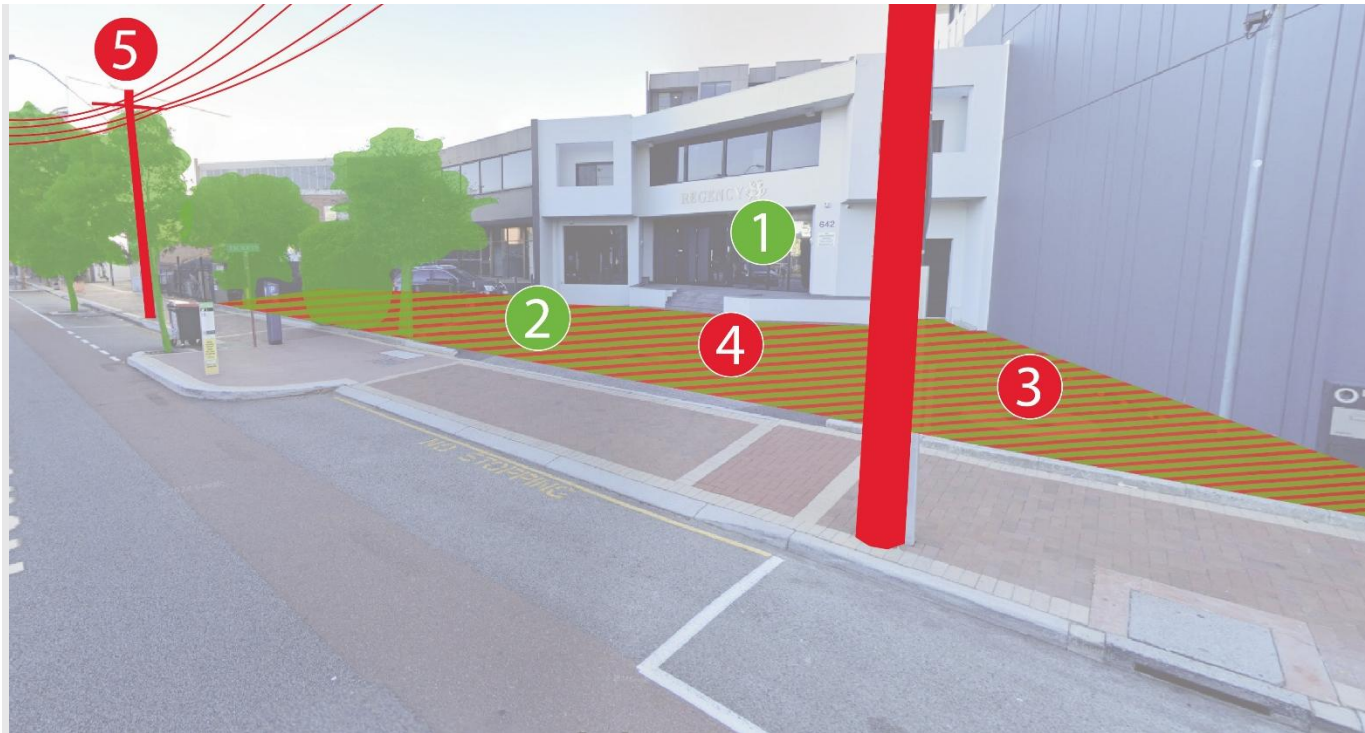
- 1 Setback inadequate for parking but allows for landscaping. Parking moved to rear or side.
- 2 Setback allowing for quality landscaping to buffer inactive frontage.
- 3 Landscaping between building and public realm creates softer edge, even with inactive uses such as office.

Negative

- 4 Powerlines restrict tree growth and create negative clutter on verge.

TYPE: B





642 Newcastle Street

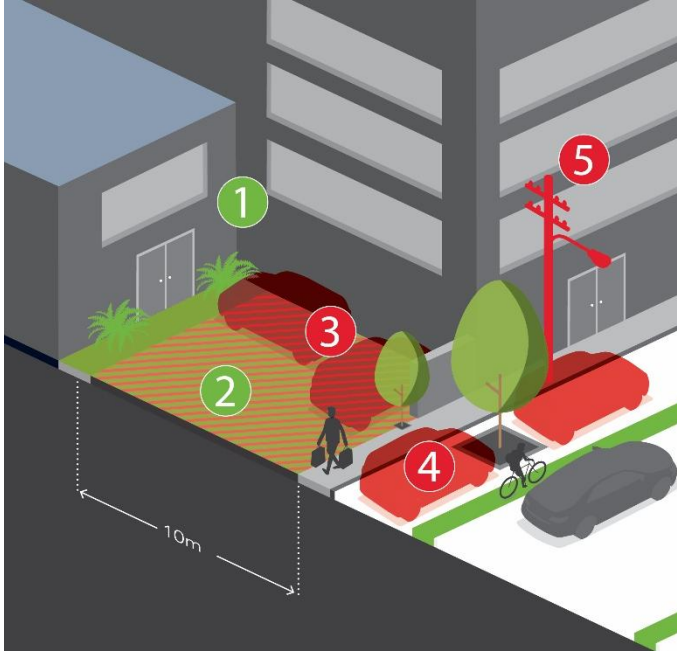
Positive

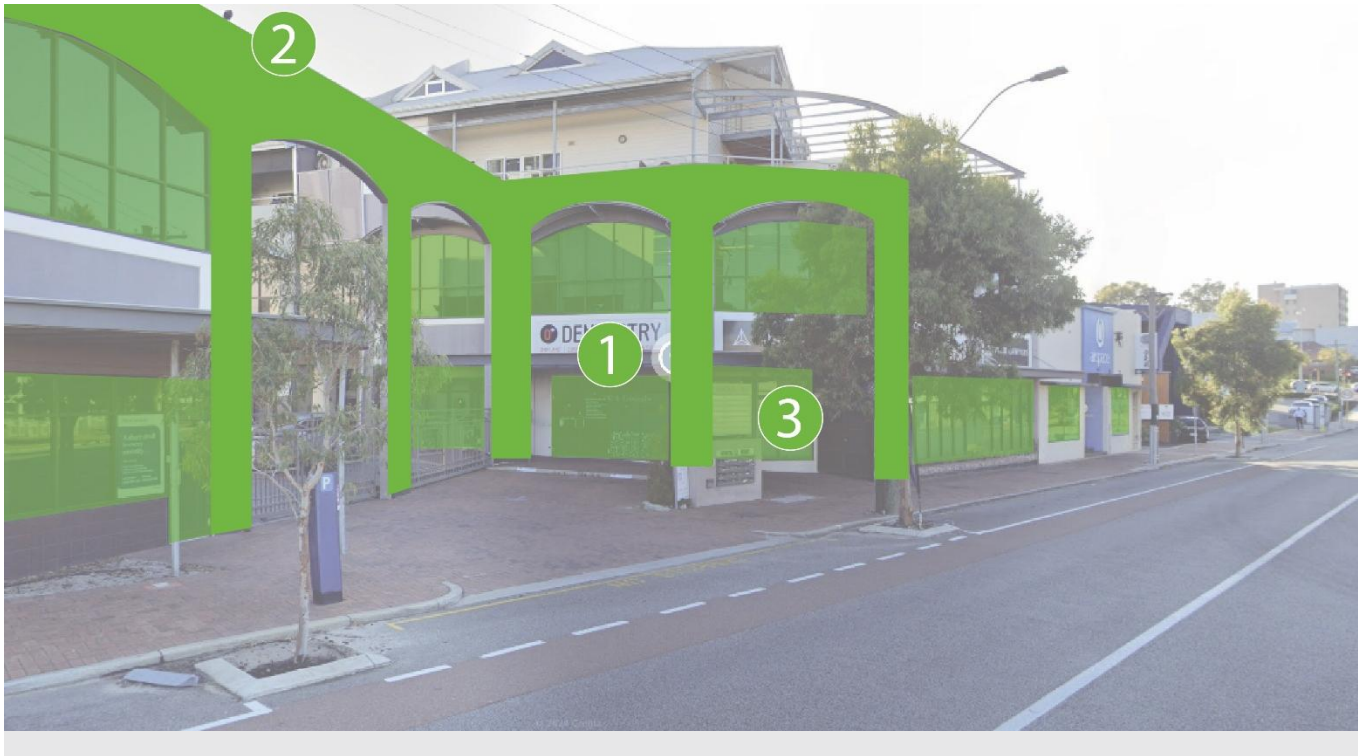
- 1 Generous setback creates spacious entrance and variety of use opportunity.
- 2 Highly accessible & vehicle orientated due to parking within front setback.

Negative

- 3 Diminished activation due to car dominance.
- 4 Minimal opportunity for landscaping.
- 5 Powerlines restrict tree growth and create negative clutter on verge.

TYPE: C



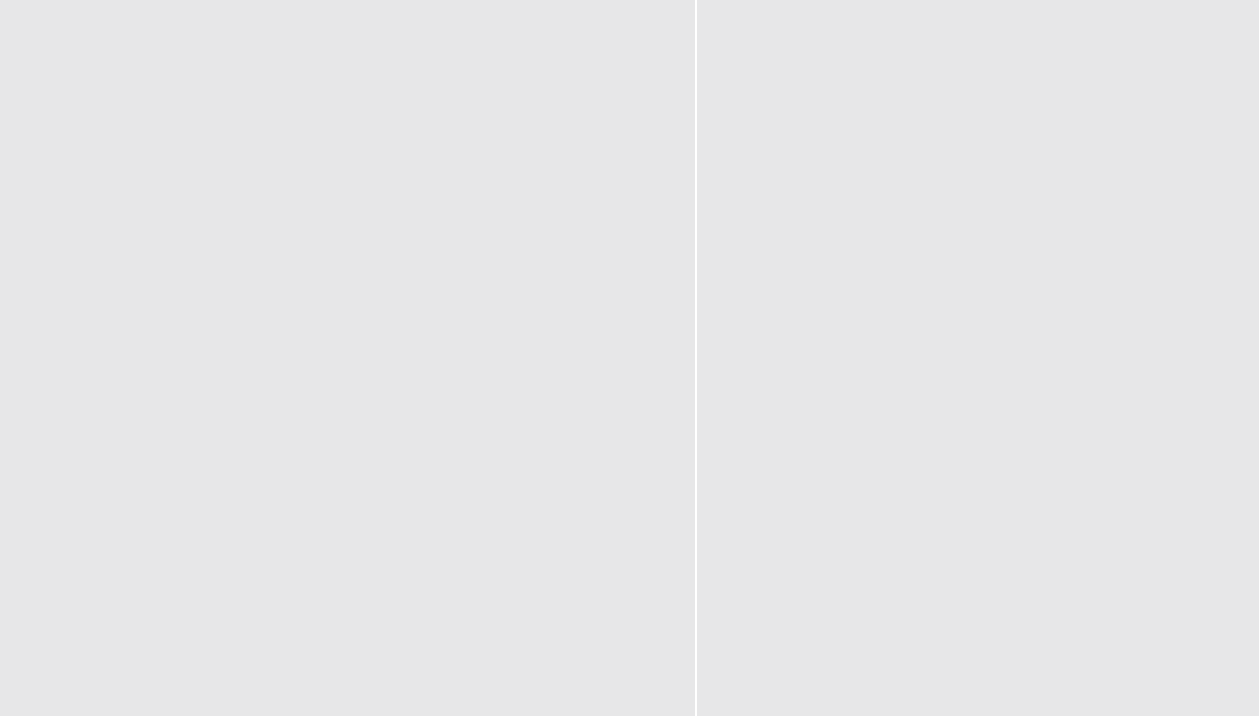


628 – 630 Newcastle Street

Positive

- 1 Glazing maximised on façade promotes activation.
- 2 Creative use of glazing and architectural elements to create connectivity between private and public realm.
- 3 Active façade / clear glazing wrapping around building maximises passive surveillance and interaction of private and public realm.

TYPE: A





604 Newcastle Street

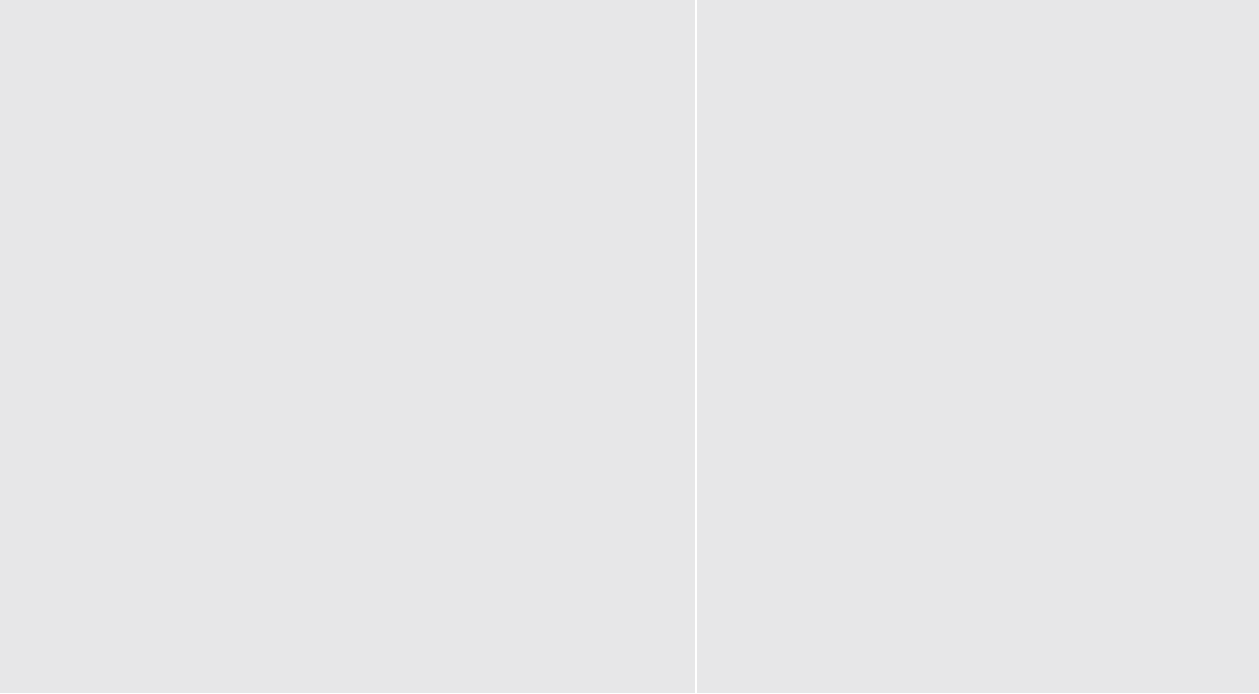
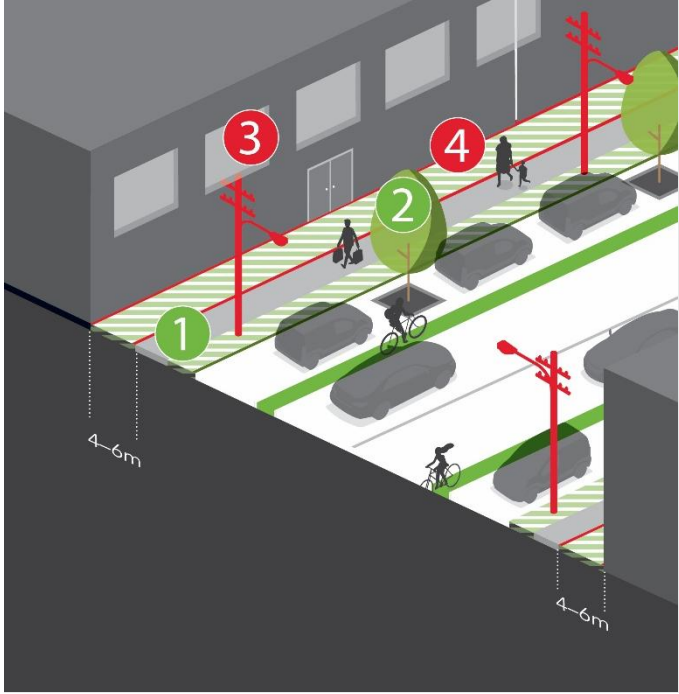
Positive

- 1 Setback provides opportunity for landscape treatment.
- 2 Inactive use / facades are less critical where buildings are setback from street front.

Negative

- 3 Powerlines restrict tree growth and create negative clutter on verge.
- 4 Lack of quality landscaping and fencing does reduce amenity of streetscape.

TYPE: E





314 – 322 Vincent Street

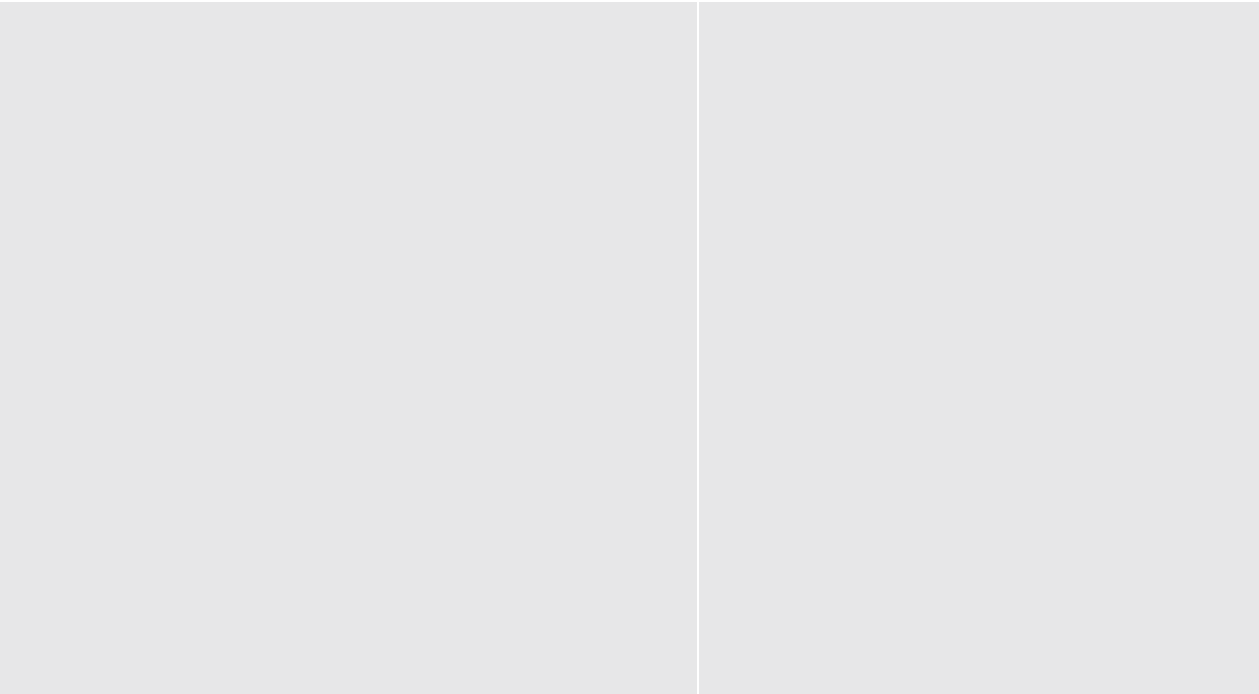
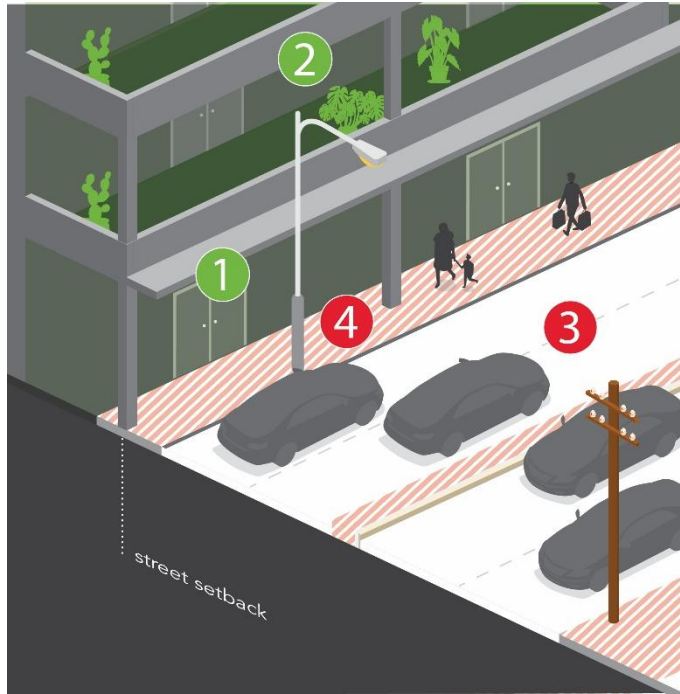
Positive

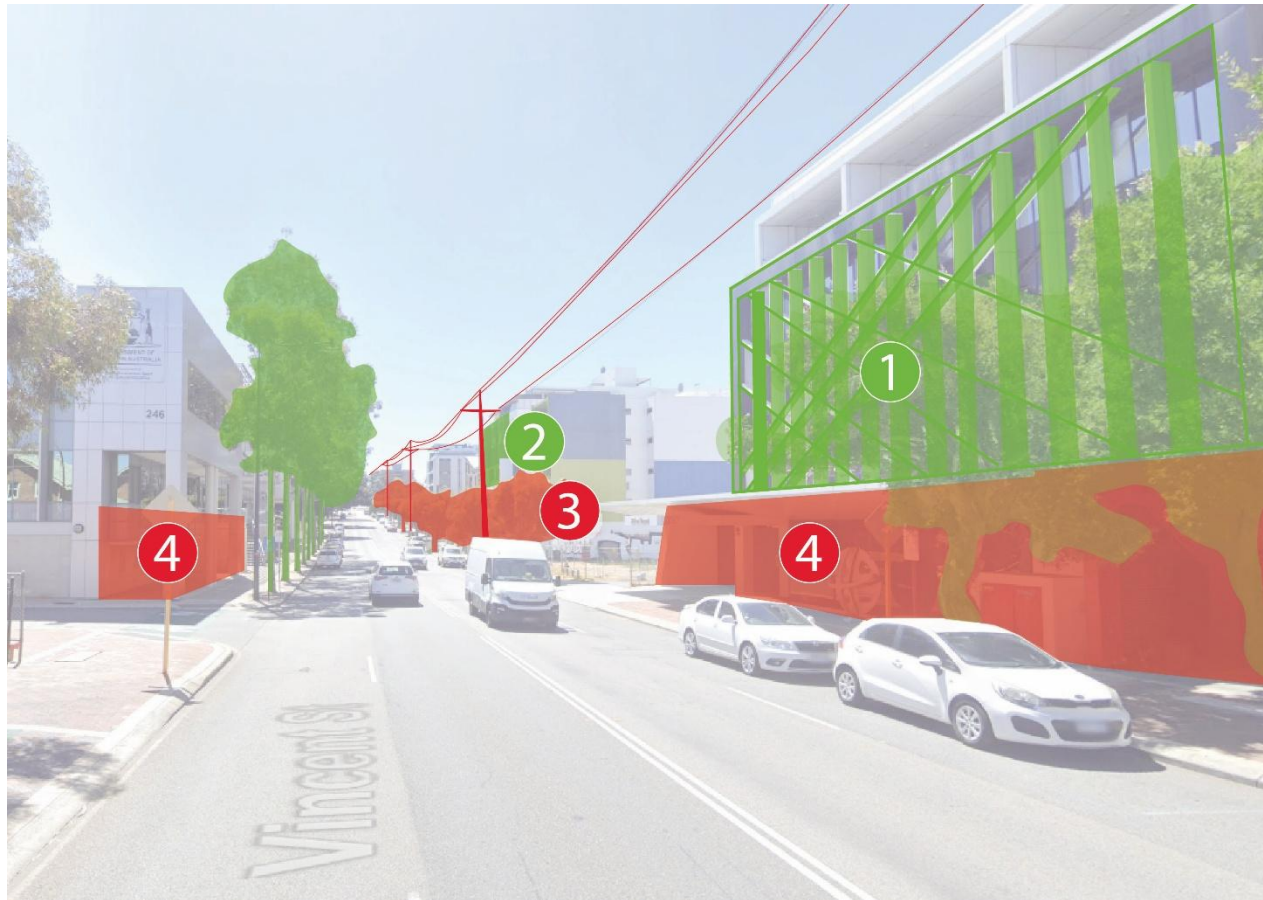
- 1 Attractive building facades feature across most recent developments.
- 2 Consistent built form scale (approximately 3 storeys) creates appropriate human scale.

Negative

- 3 Car dominant environment due to high vehicle volumes.
- 4 Minimal opportunity for landscaping detracts from streetscape amenity.

TYPE: C





246 and 285 Vincent Street

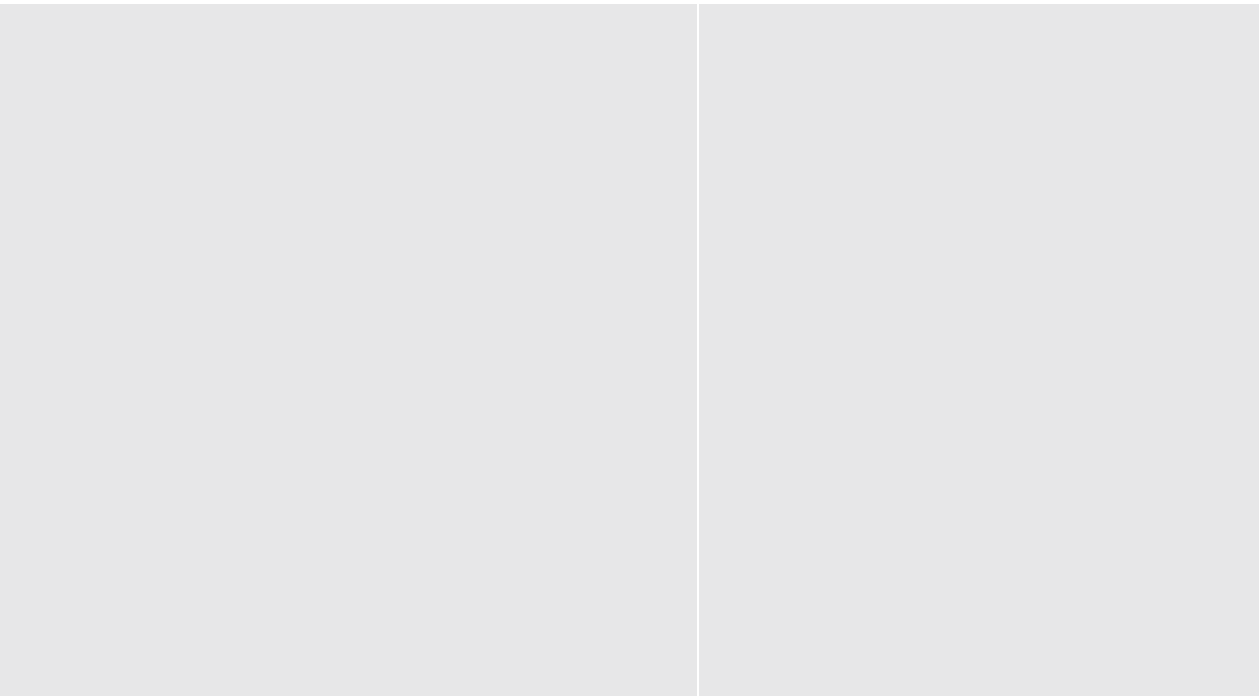
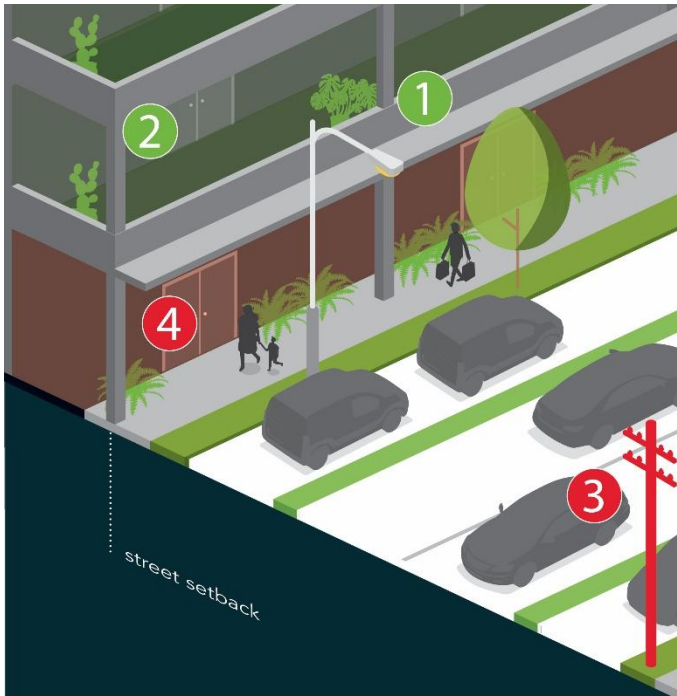
Positive

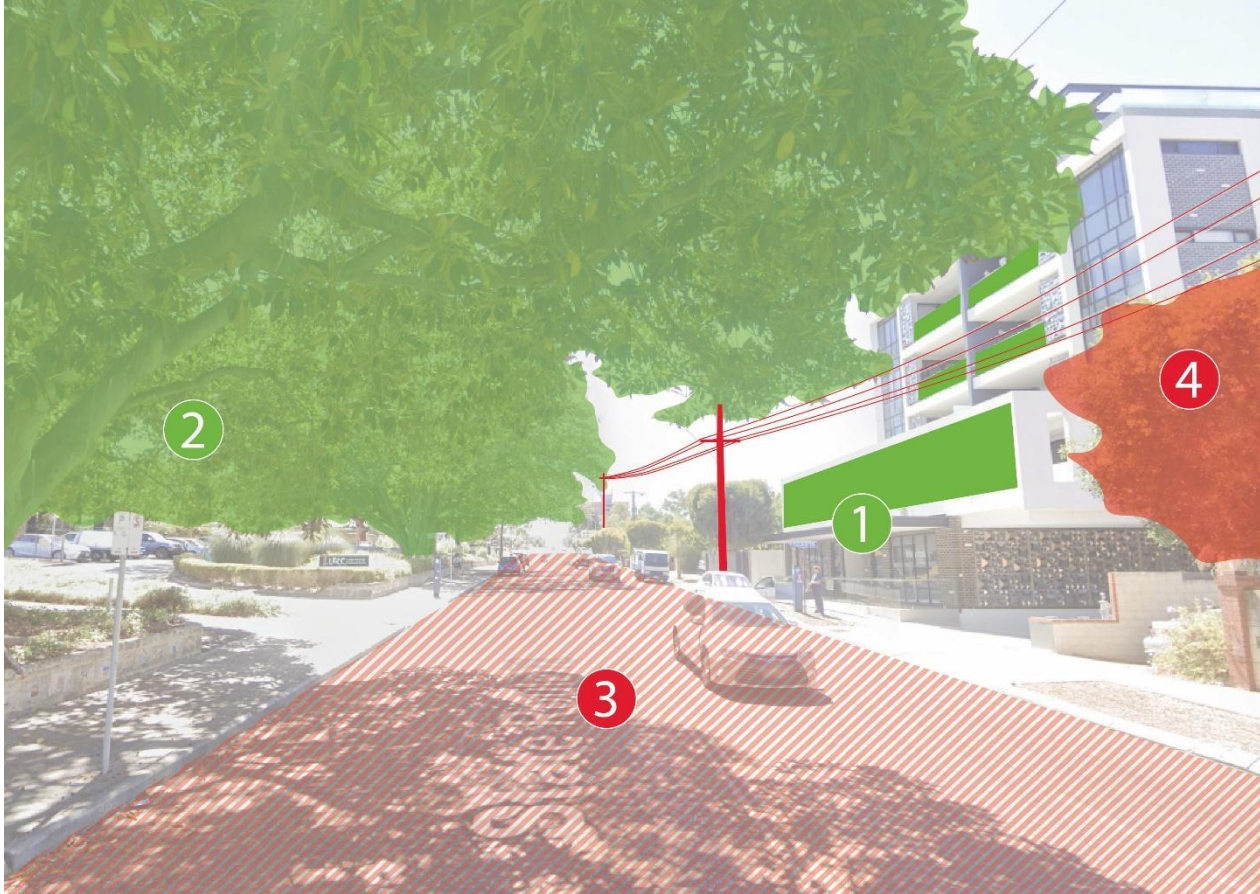
- 1 Various examples of isolated attractive building facades however lacks consistency across the area.
- 2 Examples of good use of traditional and new building materials such as brick and cladding.

Negative

- 3 Landscape / tree growth restricted in parts due to overhead powerlines.
- 4 Constrained ground floor activation due to office land use, opaque glazing and solid walls.

TYPE: C





269 Vincent Street

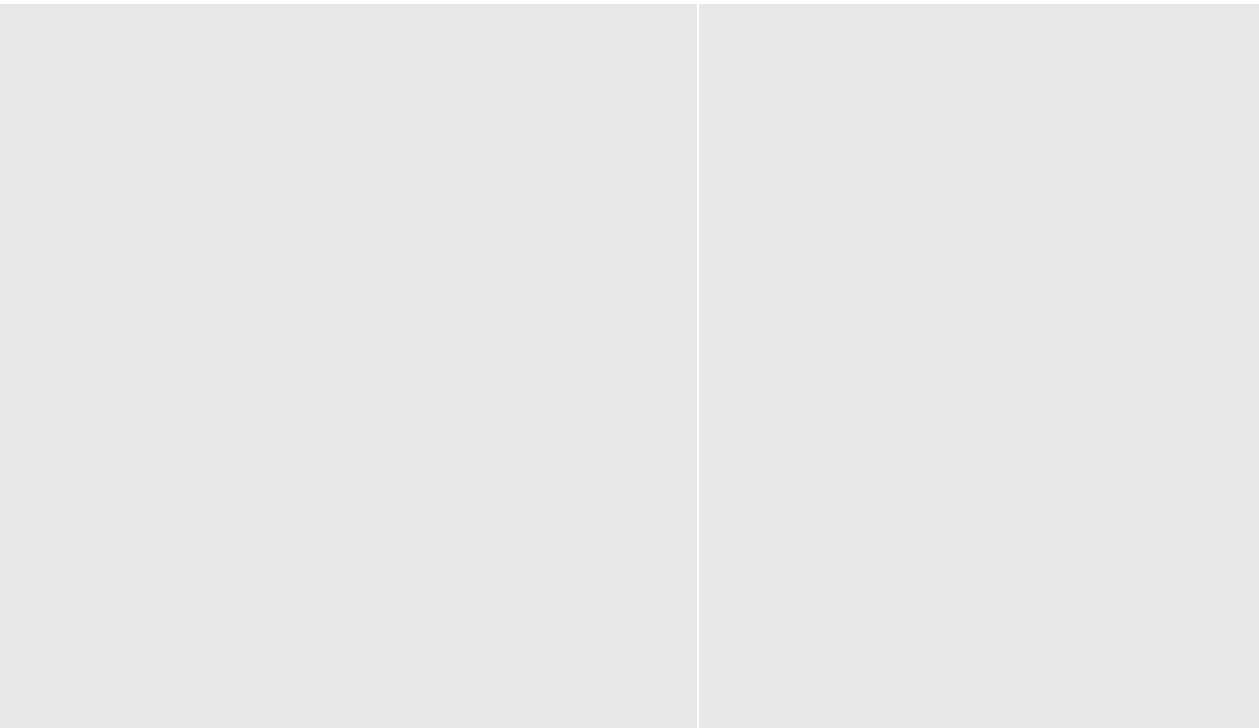
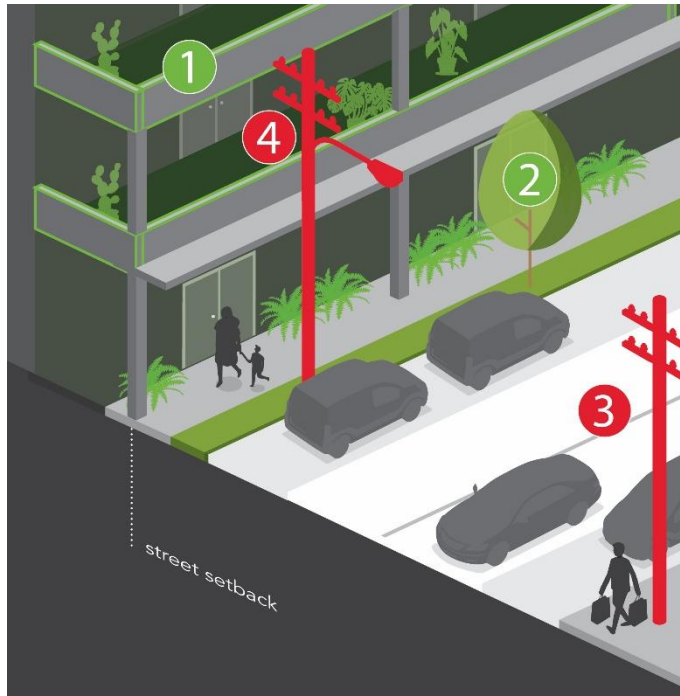
Positive

- 1 Residential balconies facing the street provide passive surveillance.
- 2 Landscaping and large mature trees on one side of the street soften the impact of bulky buildings.

Negative

- 3 Lack of a central median results in crossing difficulties for pedestrians.
- 4 Powerlines restrict tree growth and create negative clutter on verge.

TYPE: B



Carr Place – Existing Streetscape Pattern Analysis



201 Carr Place

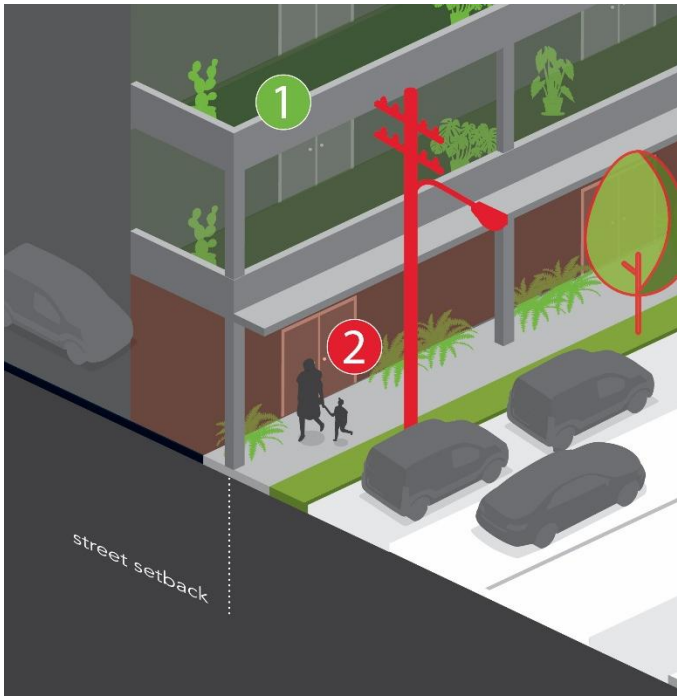
Positive

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

Negative

- 2 Ground floor facades dominated by vehicle crossovers and services do not activate frontages.
- 3 Little interaction with the street as a result of screens or blinds covering the street front glazing.

TYPE: C





167 Carr Place

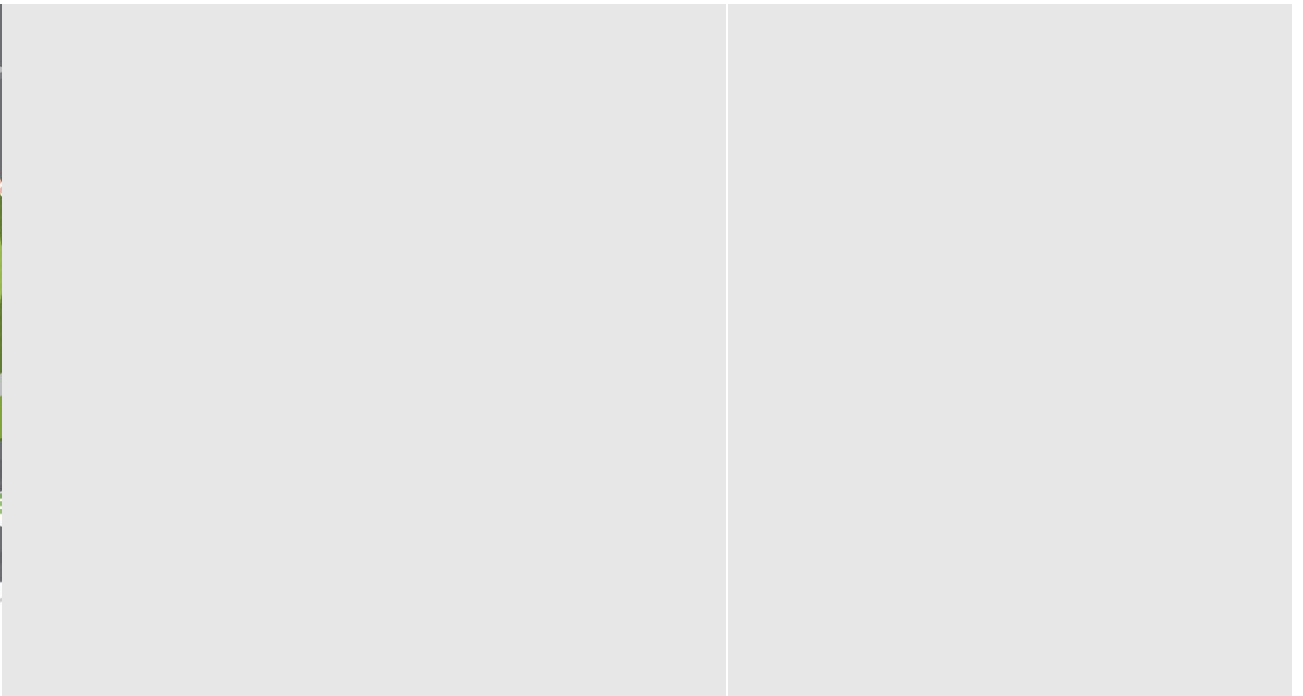
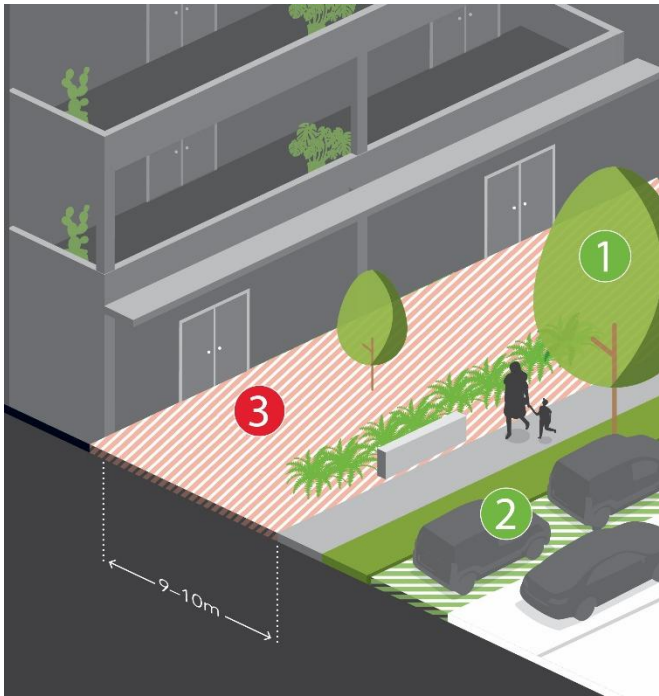
Positive

- 1 Building setbacks and wider verges foster growth of large trees which improve streetscape amenity.
- 2 Parallel parking bays on street have traffic calming effect.

Negative

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

TYPE: C





187 and 660 Carr Place

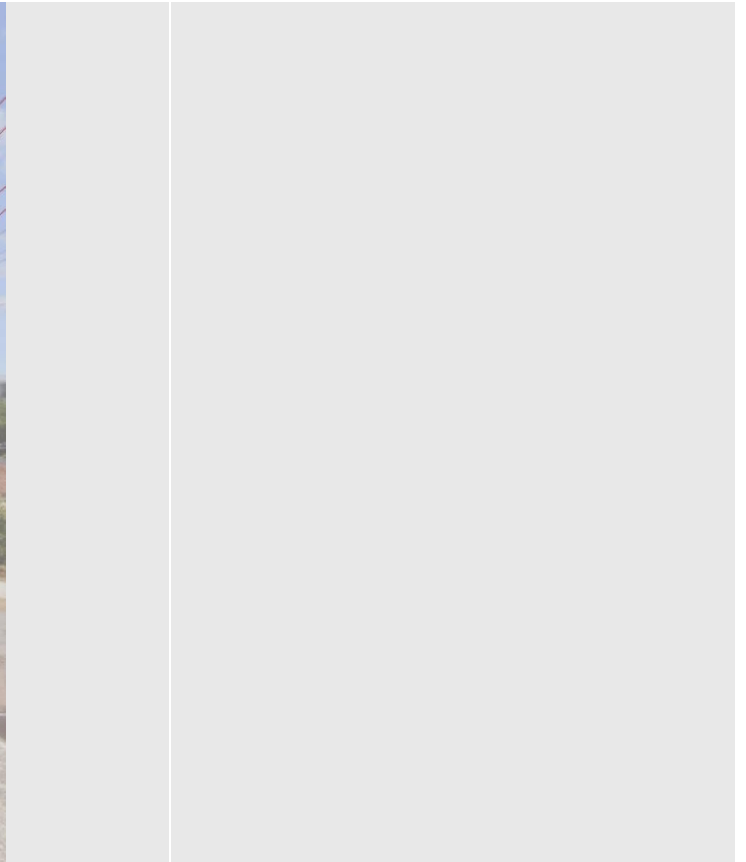
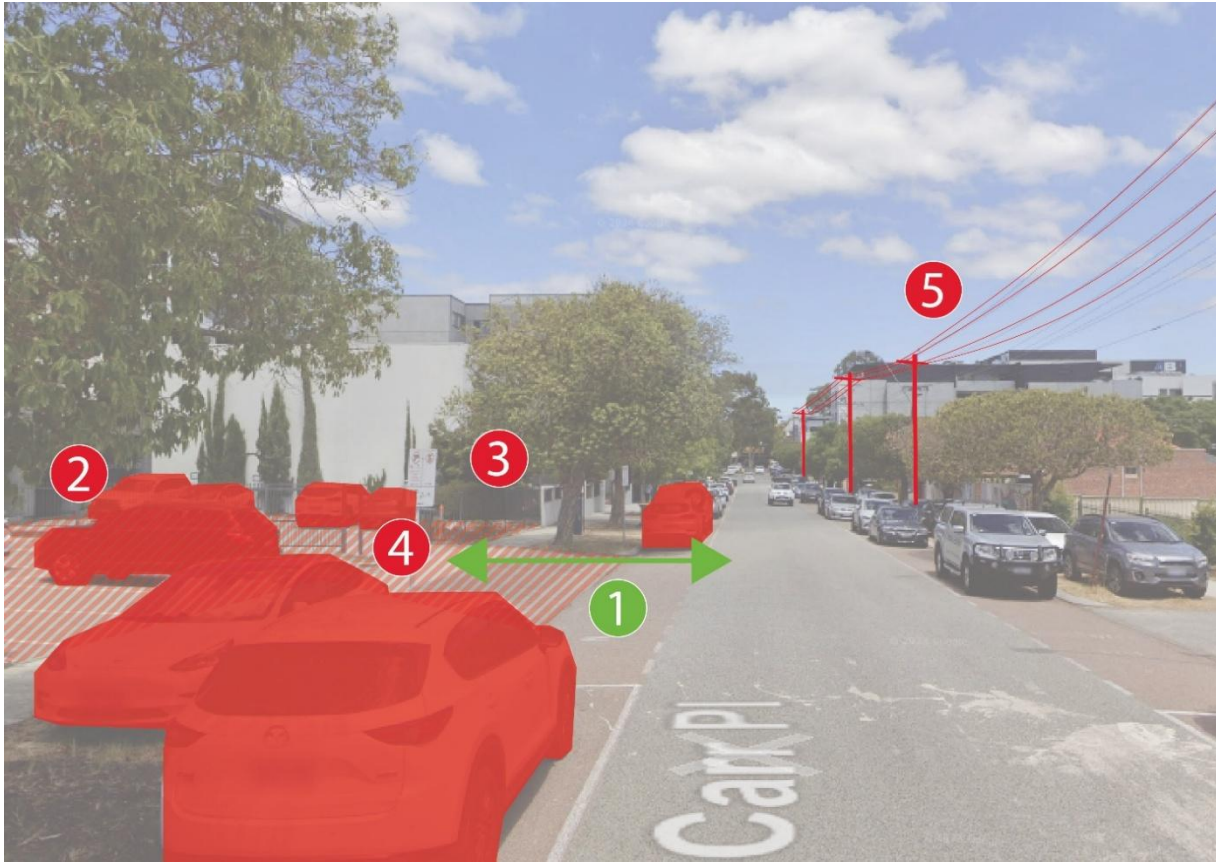
Positive

- 1 Easily accessible by vehicle.

Negative

- 2 Large front setbacks creates inconsistent setbacks which become car (parking) dominant.
- 3 Minimal activation of streetscape due to large setbacks and nature of uses being service commercial in nature.
- 4 Wide / undefined crossovers results in car-centric streetscape.
- 5 Powerlines constrain tree growth and create negative clutter on verge.

TYPE: E







181-185 Carr Place

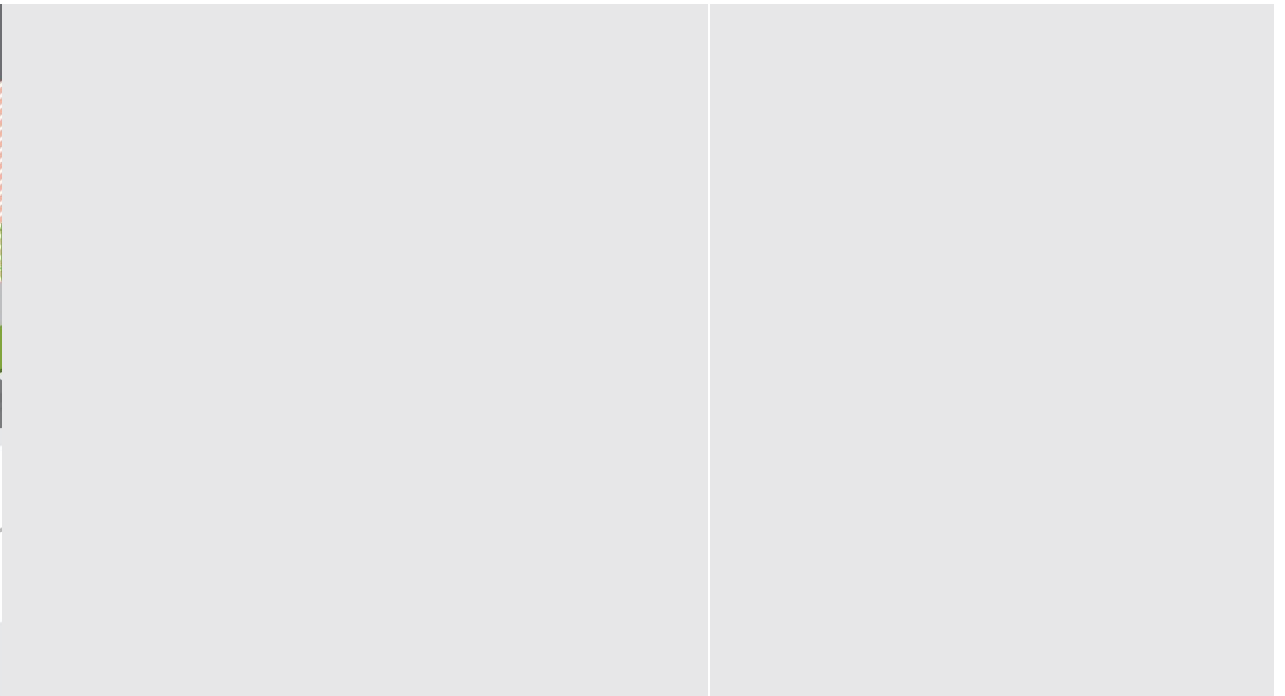
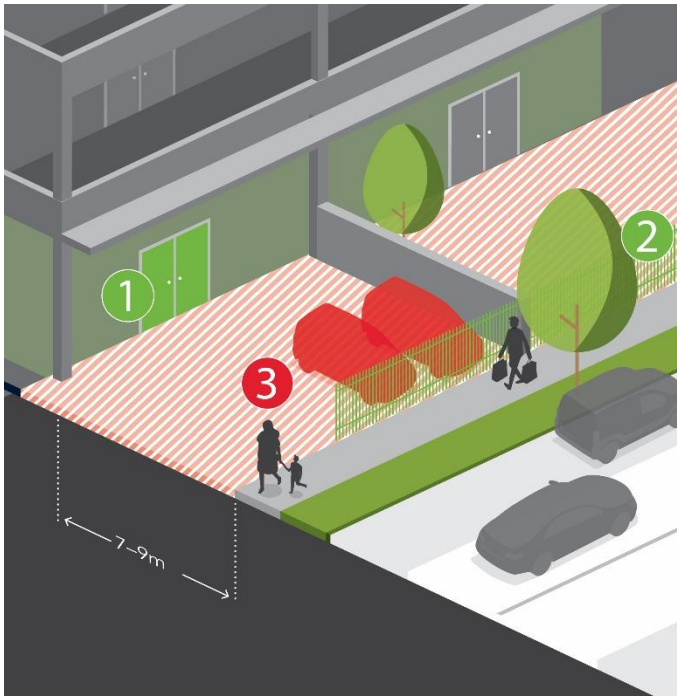
Positive

- 1 Building setback from lot boundary improves legibility of entrances.
- 2 Reuse of traditional character homes for non-residential purposes retains character.

Negative

- 3 Building setback results in inefficiencies due to formal and informal parking of vehicles within the front setback area and lack of landscaping.

TYPE: C



5.4.4 Built Character

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

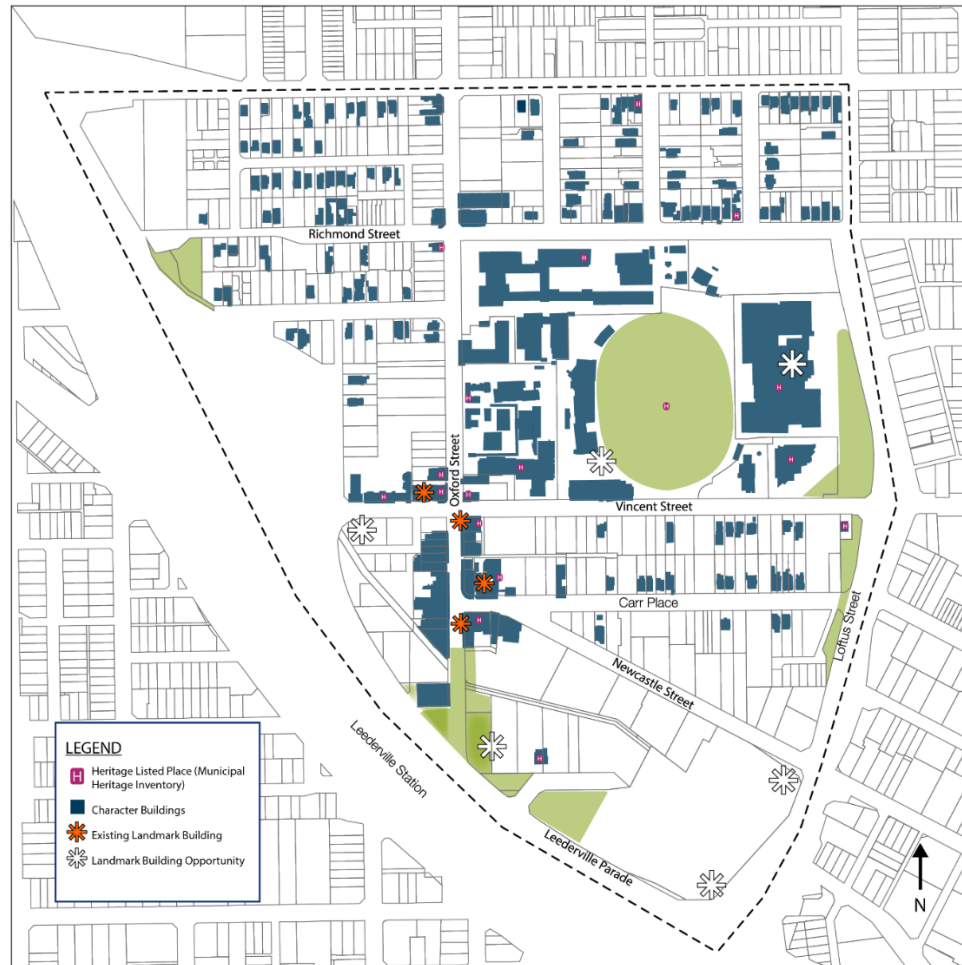


Figure 24 - Built Character areas

5.4.5 Key development sites

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

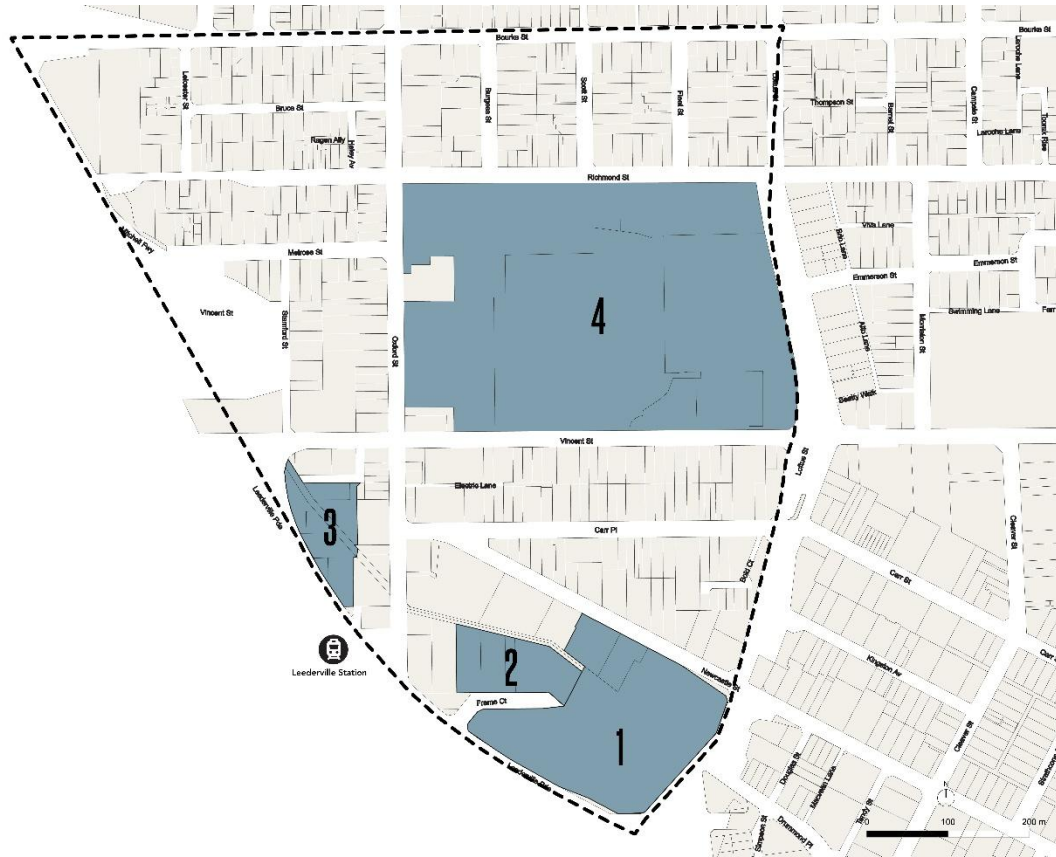


Figure 25 - Key development sites

1. *Water Corporation site*

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

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

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

2.

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

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

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

- Pedestrian and cycling connections to the site;
- Movement within and through the site; and

- Publicly accessible open space to connect with the site's context.

b. Frame Court Car Park

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

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

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

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

3. Avenue Car Park

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

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

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

- Exemplary sustainable development; and
- Consolidated car parking.

4. Civic, Community & Education Precinct (Subject to Future Planning)

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

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

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

- Permeability and public access through the site;
- Retention of education land uses;
- Retention of public open space;
- Potential for event spaces; and
- Retention of sports excellence.

5.5 Movement

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

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

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

5.5.1 Mode share

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

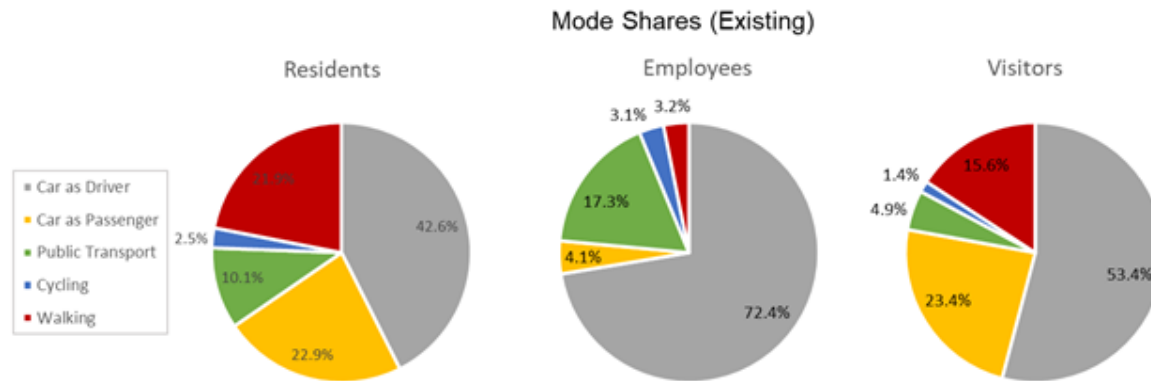


Figure 26 - Mode shares (existing)

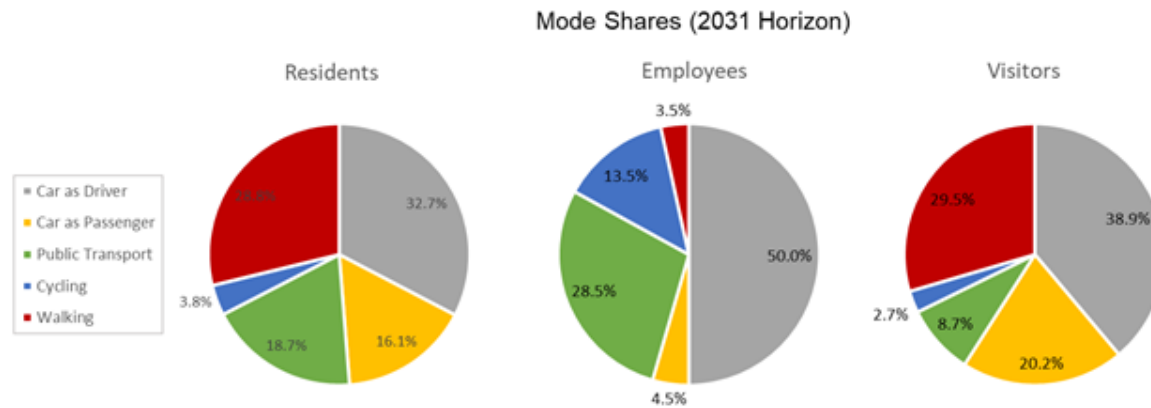


Figure 27 - Mode shares (Horizon)

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

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

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

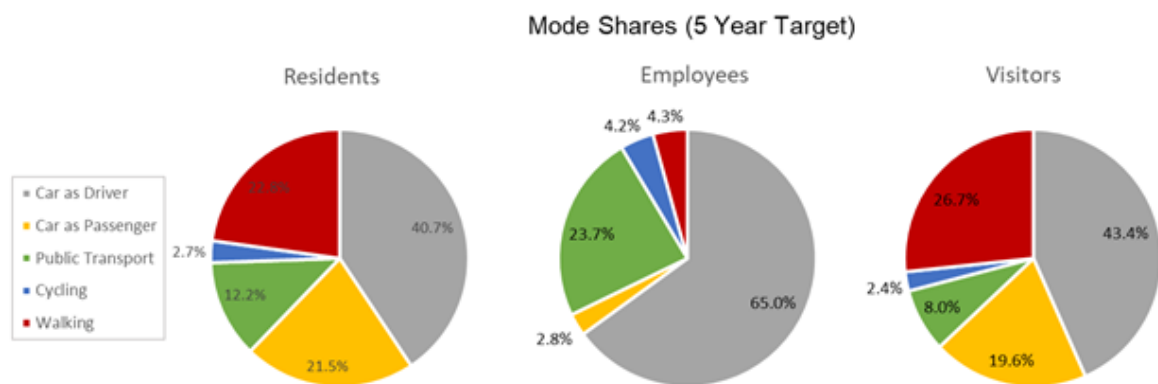


Figure 28 - Mode share (5 year target)

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

5.5.2 Link & Place

The Link and Place Framework categorises streets within the network according to their specific combined place and link function. The combination of place and link is shown in the below matrix. This framework recognises that a liveable and successful city needs a variety of street types that serve different roles and functions in different places.

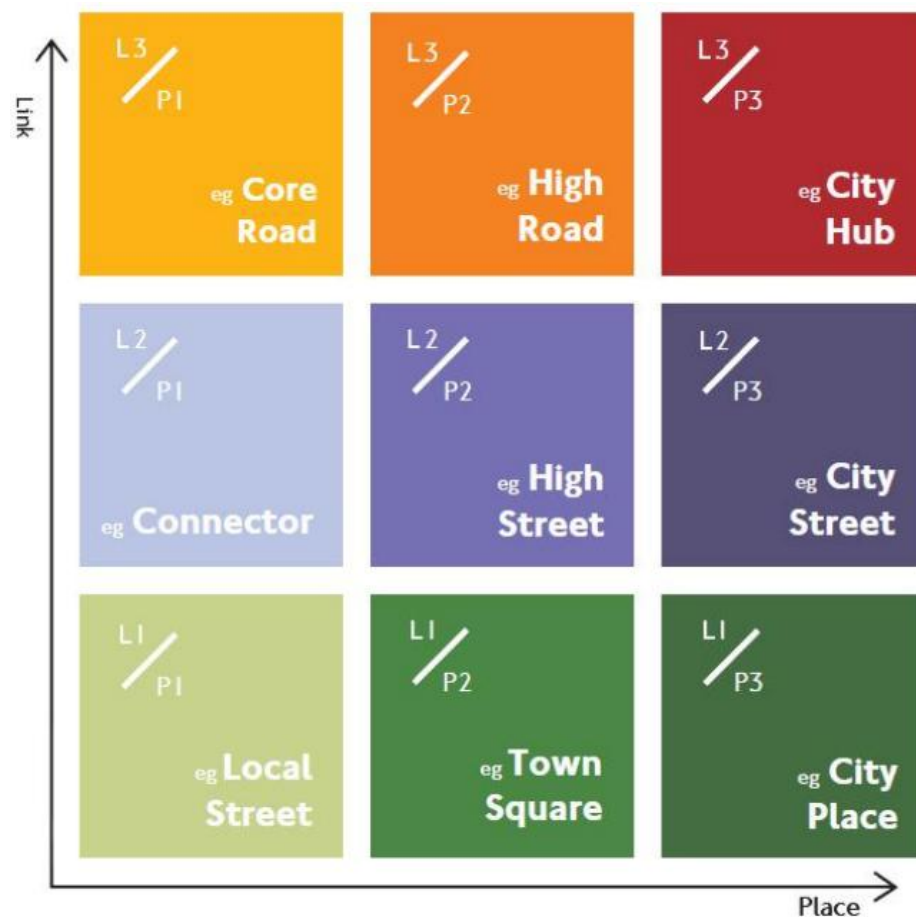


Figure 29 - Link and place framework

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

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

The primary changes to the network are described below:

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

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

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

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

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

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

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

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

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

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

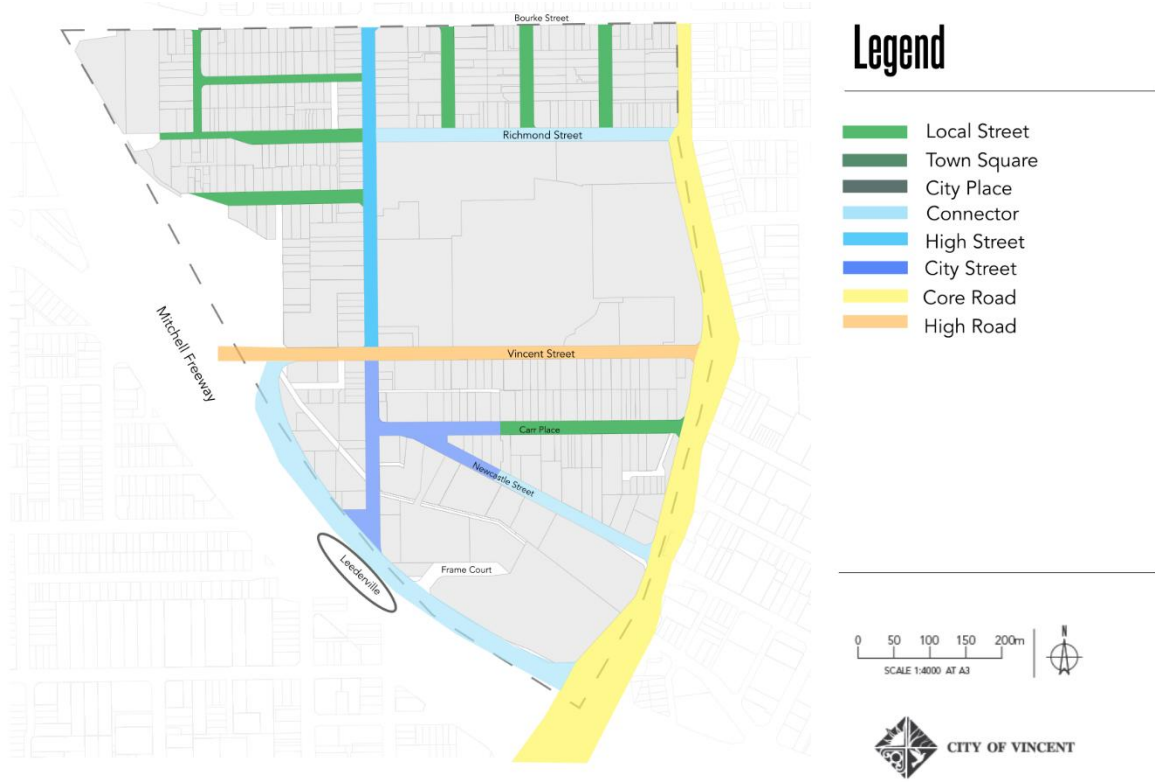


Figure 305 - Existing road function

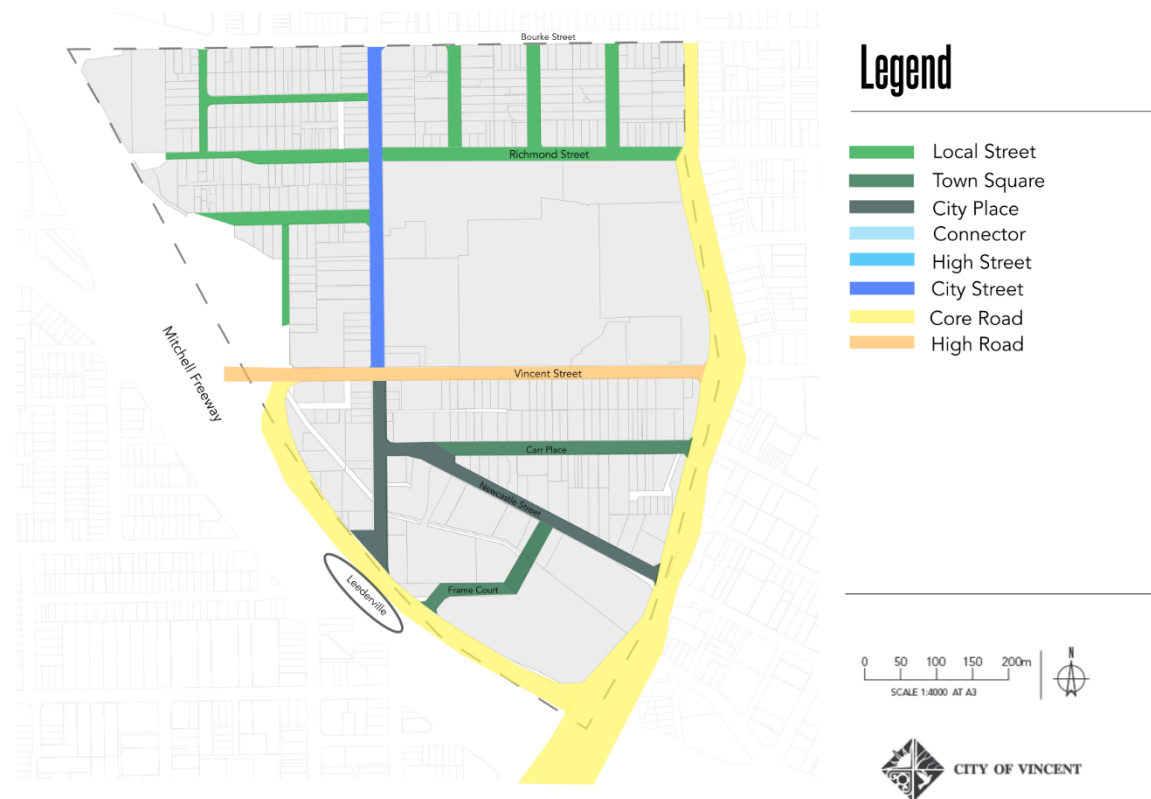


Figure 316 - Future road function

5.5.3 Road and street hierarchy

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



Figure 327 – Existing road hierarchy

5.5.4 Vehicle access

Key entry points are shown on Figure 338 - Vehicle access (TIA). The TIA includes SIDRA Analysis for each of these intersections. SIDRA is software used to analyse intersection and network performance to establish suitable intersection and network timings. The TIA found that many of the intersections are operating at low levels of service. Due to width and intersection size restrictions, the current road network is immensely constrained. Incremental upgrades to width and lane numbers have reached their limit. This means that those intersections with a low level of service will not only need traditional upgrades but also mode shift and volume management.

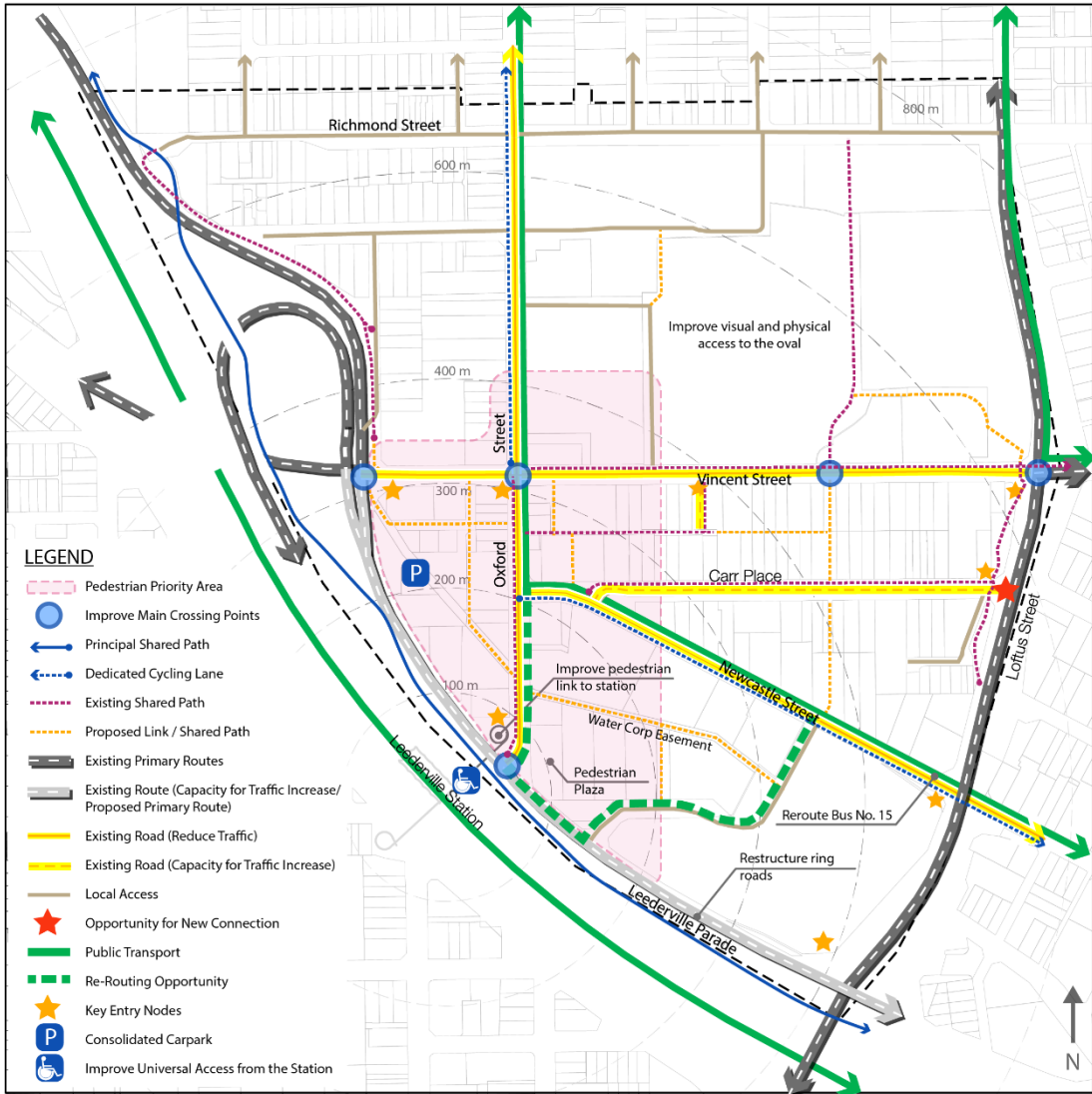


Figure 338 - Vehicle access (TIA)

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

Proposed Connection/Shared Path



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

Figure 34 - Link and Shared Path

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

5.5.5 Walking and Cycling

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

unobstructed, providing a safe environment for pedestrians. These areas also provide a moderate level of shade for pedestrians via awnings and tree cover.



Figure 352 - Mode share map

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

Pedestrians

Pedestrian activity and connections are critical factors in the effectiveness and vitality of an Activity Centre. The way pedestrians move is not strictly on the path provided, it is predominately where they want to go or 'desire lines'. For this reason, the pedestrian environment must be carefully considered, particularly along primary pedestrian desire lines. This includes construction of high-quality paths, shade trees and street furniture to provide amenity. By improving the pedestrian environment, more people will enjoy moving through the area, providing a positive feedback loop reducing the demand for other modes and parking.

Key improvements to pedestrian infrastructure can greatly improve amenity and safety; the two main reasons why people will choose pedestrian movement rather than the private motor vehicle. Raising the road surface to be flush with the kerb and incorporating street trees into the streetscape naturally creates a shared pedestrian and car zone helping reduce traffic speed, encouraging motorists to drive below 10km/h and increasing accessibility. Footpath widths should also be increased to a minimum of 2.0m, continuing to be flush over crossovers and minor roads. Priority opportunities are identified on Figure 338 - Vehicle access (TIA), including the Mounts Bay Main Drain (currently a Water Corporation infrastructure corridor), which could be a major pedestrian through route.

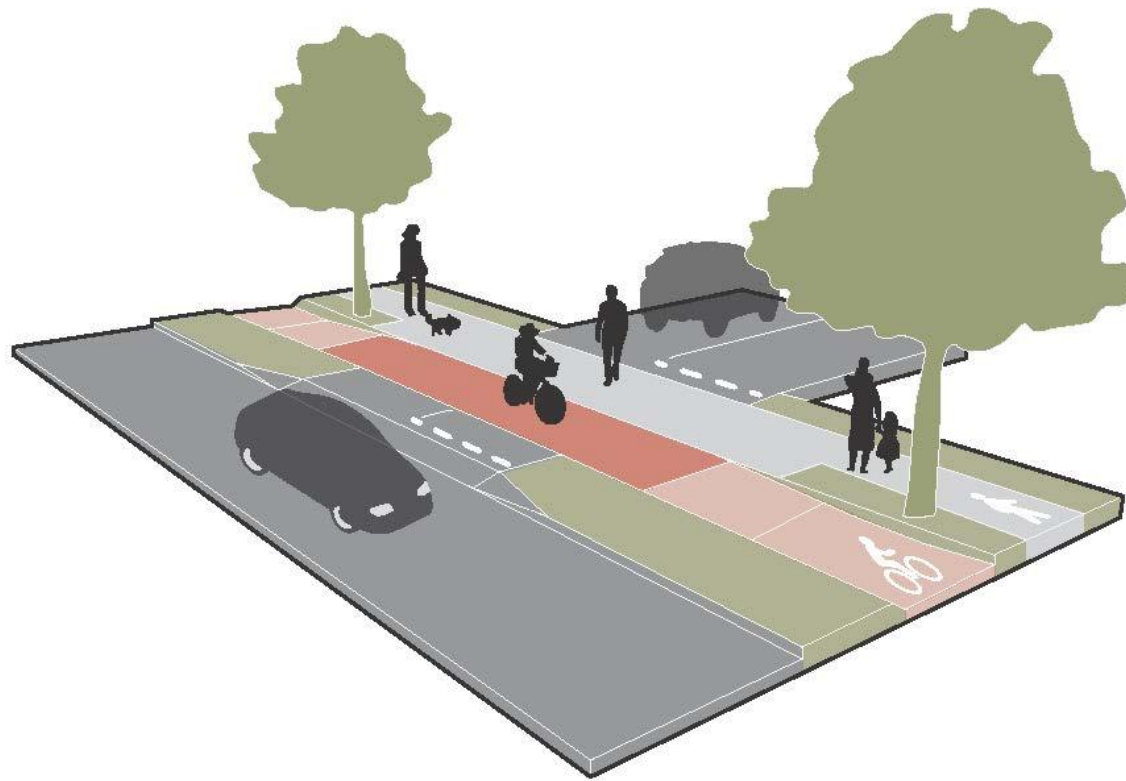


Figure 363 - Intersection example

Cycling

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

On streets which are activated with significant pedestrian volumes, the low speed (30km/hr or less) and low vehicle volume environment supports safe cycling in mixed traffic.

The State Government's Long Term Cycle Network Plan closely aligns with the Transport Priority assessment for the Leederville Precinct in the TIA.

Key improvements to cycling include:

- Reducing on-street parking along Oxford Street;
- Adding attractive bike parking in small clusters near retail, office and civic buildings;
- Head start boxes at the intersection of Oxford Street and Vincent Street to provide cyclist priority; and
- Upgrades to Vincent Street and Newcastle Street cycleways.

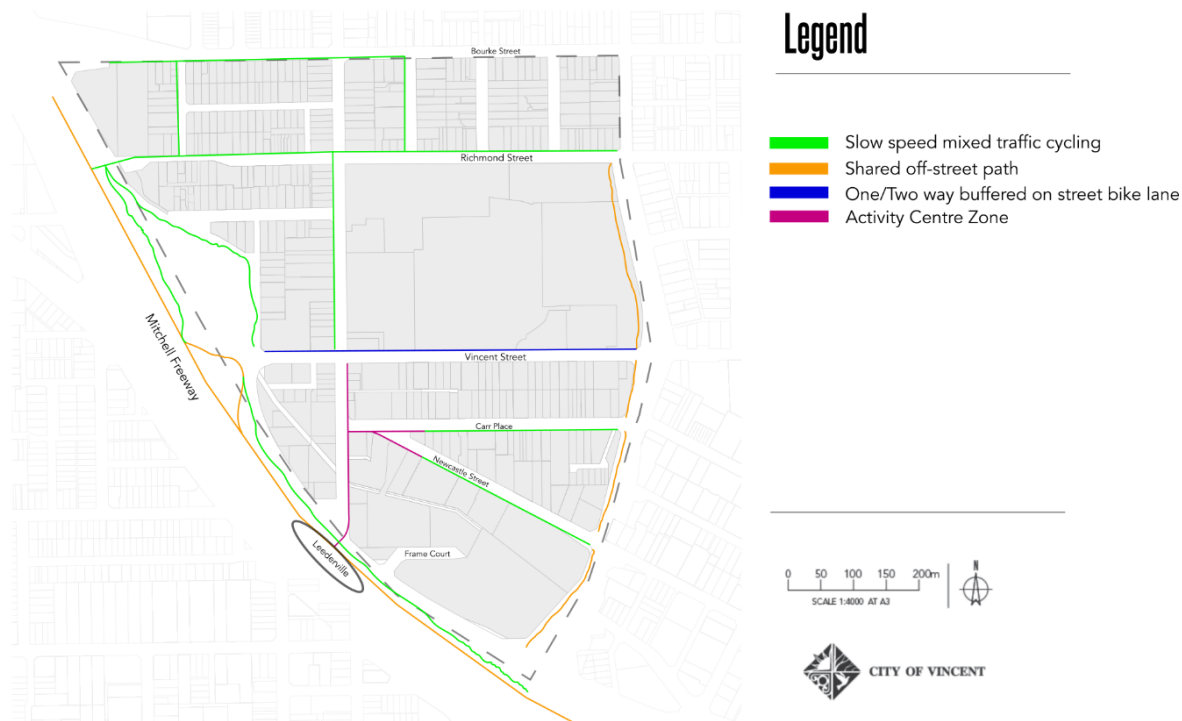


Figure 374 - Existing cycle paths within the precinct

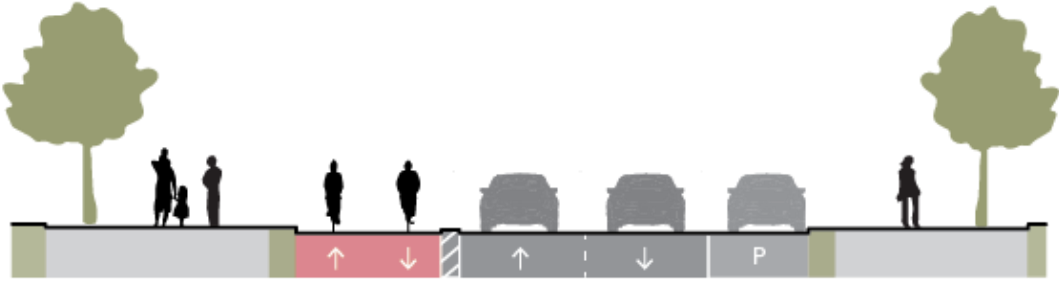


Figure 385 - Potential cross section of Vincent Street (on-street buffered lane)



Figure 396 - Alternate cross section of Vincent Street (slow speed mixed traffic).

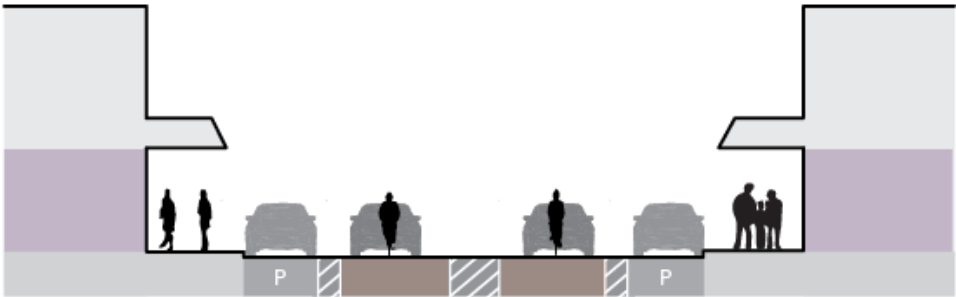


Figure 407 - Potential cross section of Newcastle Street (slow speed mixed traffic).

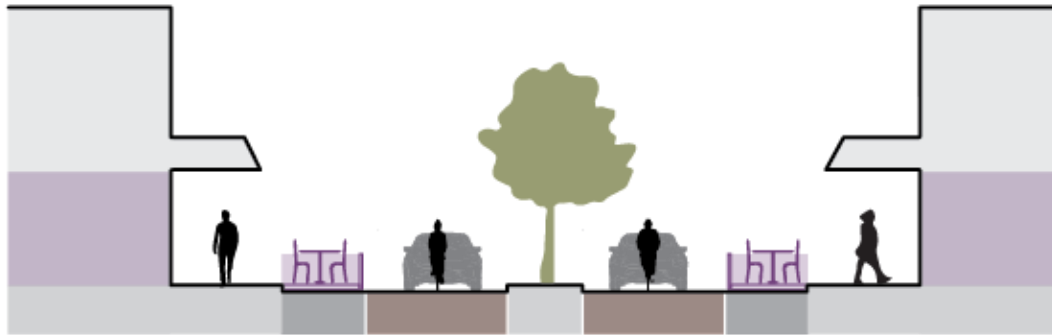


Figure 418 - Potential cross section of Oxford Street (activity centre shared zone).

End of Trip facilities

End of trip facilities typically consist of secure bicycle parking, showers, lockers and other ancillary infrastructure designed to support cycling as a comfortable, practical mode choice. The level of end of trip facility infrastructure provided depends on the target demographic and the available infrastructure funding sources.

To cater to increased pedestrian and cycle demand, large scale development should provide secure bicycle parking and end of trip facilities adjacent to vehicular parking.

High-street environments, with smaller office and retail, generally do not have the private space for businesses to provide secure commuter parking, let alone showers. In these instances, public facilities are needed. Subject to business case analysis, a communal large-scale cycle parking facility should be provided in Leederville, ideally near the core. As a minimum, a secure bicycle parking facility could be provided to accommodate commuters and visitors where users pay a fee to access the facilities.

#	Recommendation	Ref.
1	<p>Prioritise pedestrians; followed by cyclists; followed by public transport users; followed by people who choose to drive by:</p> <ul style="list-style-type: none"> • Improving key roads by creating slow speed mixed traffic and shared spaces along Oxford, Newcastle and Vincent Street; • Upgrading road cross sections and intersections to prioritise pedestrians and cyclists. • Creating safe and enjoyable walking paths and raise road surfaces to be flush with kerbs, shown in Figure 363 - Intersection example as high place value streets. • Incorporating street trees to assist in creating shared pedestrian/car zones. • Undertaking a Streetscape Audit to inform the location for new street trees, lighting, crossings and path widening. • Implement finding of a city wide Wayfinding Strategy that encourages pedestrian and cyclist movement to key places within the Precinct. • Enable the staged delivery of the Mounts Bay Pedestrian Linkage. • Ensuring all main cycling routes are connected and provide an increased level of safety to encourage use including dedicated cycling lanes that possess effective buffers and infrastructure barriers. 	<p>Part 1, Section 1; Plan 1; Plan 2; Section 6, Clause 6.1; and Part 2, Section 6, Clause 6.3</p>
2	<p>Increase bike parking availability and quality.</p>	<p>Part 1 5.1.15; & 5.1.16</p>
3	<p>New developments to provide secure bicycle parking with showers and lockers on larger development sites.</p>	<p>Part 1 5.1.15; & 5.1.16</p>
4	<p>Construct a communal end of trip facility open to the public. Developers could also provide this as development incentive.</p>	<p>Part 1 5.1.15; & 5.1.16 Section 6, Clause 6.1.</p>

5.5.6 Public Transport

Transperth provides both bus and train services to the Leederville Precinct.

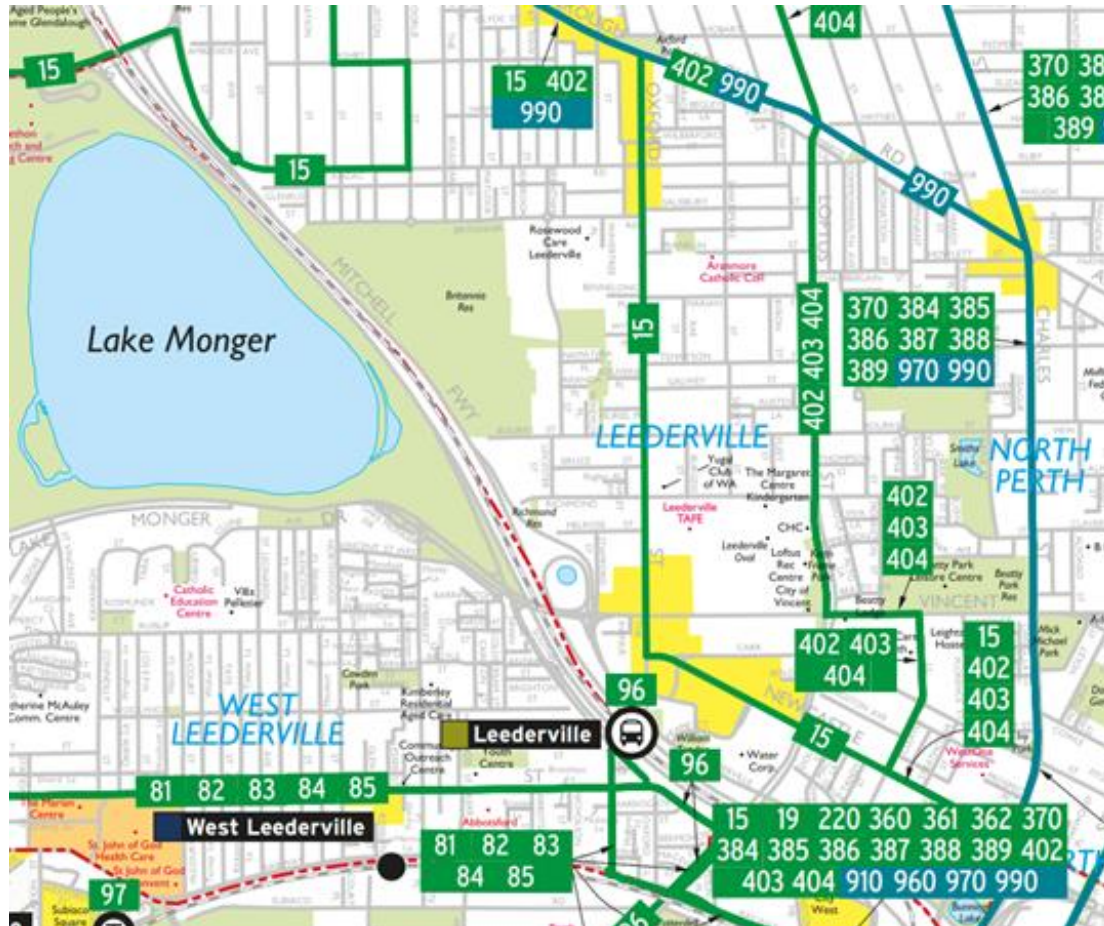


Figure 49 - Current public transport servicing (Public Transport Authority)

Leederville Station is located across the Mitchell Freeway via the Oxford Street overpass and provides a high-frequency train service to the wider Perth metropolitan rail network. The train station presents a key opportunity to further integrate public transport connections to the precinct and develop a true Transit Oriented Development (TOD). The table below outlines the current services at Leederville Station.

Route	Peak Frequency	Off-Peak Frequency	9pm onwards
Perth – Butler	5 minutes	15 minutes	30 minutes
Butler – Perth	5 minutes	15 minutes	30 minutes

The core of the precinct has limited access to bus services, consisting of the Route 15 bus only, which essentially duplicates the train service between Glendalough and the Perth CBD. Routes 402, 403 and 404 all operate along the precinct’s periphery, stopping near the Loftus Recreation Centre, but with little exposure to the core of the activity centre. Additional bus services south of the Mitchell Freeway include the Green CAT (which connects to the CBD) and the Route 96 bus (which connects to QEII Medical Centre). The table below outlines the current bus services in the area.

Route	Peak Frequency	Off-Peak Frequency
15 – Glendalough to Perth Busport	10 minutes	30 minutes
402 – Stirling Station to Perth Busport	18 minutes	Avg. every 6 minutes
403 – Stirling Station to Perth Busport	10 minutes	
404 – Stirling Station to Perth Busport	30 minutes	
Green Cat (West Leederville Bus Station)	8 minutes	8 minutes

The existing bus services along Loftus and Oxford Street coupled with the Leederville train station provide good north-south connectivity for the precinct. However, there is a distinct lack of east-west linkages to the precinct and throughout the City of Vincent. This limits the ability for residents in the wider region to easily access Leederville by public transport. To address this issue, improvements to east-west service are recommended, to support a connection between the City's key Activity Centres: through Leederville, Beaufort Street, Mt Lawley ECU and Maylands Train Station.

The Accessible City Strategy goes into more detail about this issue and how the City can advocate to the PTA for improved bus service.

In addition to route upgrades, on and off-street infrastructure upgrades are recommended in order to improve street amenity. Bus shelters or bus shelter parklets are effective means of minimising pathway congestion while improving bus accessibility and waiting areas. Installation of these within the Leederville Precinct can greatly improve street activation, as well as catering for increased passenger numbers and making the use of public transport more appealing to a wider demographic.



Figure 420 - Indicative bus shelter

Existing access to the Centre from Leederville Station is provided by a separated, but exposed overpass that presents a poor pedestrian environment which does not provide universal access. The overpass includes a long ramp that terminates at the southern end of Oxford

Street. The ramp is not well-integrated or well-designed with the activity centre, and there is an opportunity to improve this connection. The PTA are already investigating different designs for this overpass, so the City will advocate for it to be accessible, sheltered, convenient and attractive, while adding to the vibrancy of Leederville.

#	Recommendation	Ref.
1	<p>Advocate to PTA for improved local bus services (especially east-west connections). Advocate for high-frequency public transport service along Loftus Street, increasing person-mobility along this key corridor.</p> <p>Advocate for improved universal access to Leederville Train Station which enhances the experience for people using the station and connection to the West Leederville Activity Centre.</p>	<p>Part 1, Section 1; Plan 1; Plan 2; and Part 2, Section 6, Clause 6.3</p>
2	<p>Improve bus stop infrastructure including shade, shelter and pedestrian crossing points. Integrate bus shelters into adjacent development where feasible.</p>	<p>Part 1, Section 1; Plan 1; Plan 2; Section 6, Clause 6.1; and Part 2, Section 6, Clause 6.3</p>

5.5.7 Parking

While private vehicle usage is expected to diminish in the future, there will still be a need to accommodate cars and parking. To determine parking requirements, the TIA considers the future projected trips taken by visitors, employees and residents, based on the proposed land use mix in the Leederville Precinct.

Existing supply

Parking supply is the total number of parking spaces that are built or available within the study area, regardless of whether they are utilised. Parking supply only includes marked spaces and does not include areas designated for standing vehicles.

The parking available within the Activity Centre comprises a combination of on-street bays as well as three Council owned at-grade parking facilities, being:

1. The Avenue (279 bays);
2. Frame Court (170 bays); and
3. Loftus Recreation Centre (392).

The two largest car parking destinations being The Avenue and Frame Court car parks, are both accessed from Leederville Parade at the southern boundary. The Loftus Recreation centre carpark, accessible off both Loftus Street and Richmond Street predominantly supports the parking demand created by the community and civic uses present on that land. The Leederville Precinct currently has a public parking capacity of approximately 1,500 spaces.

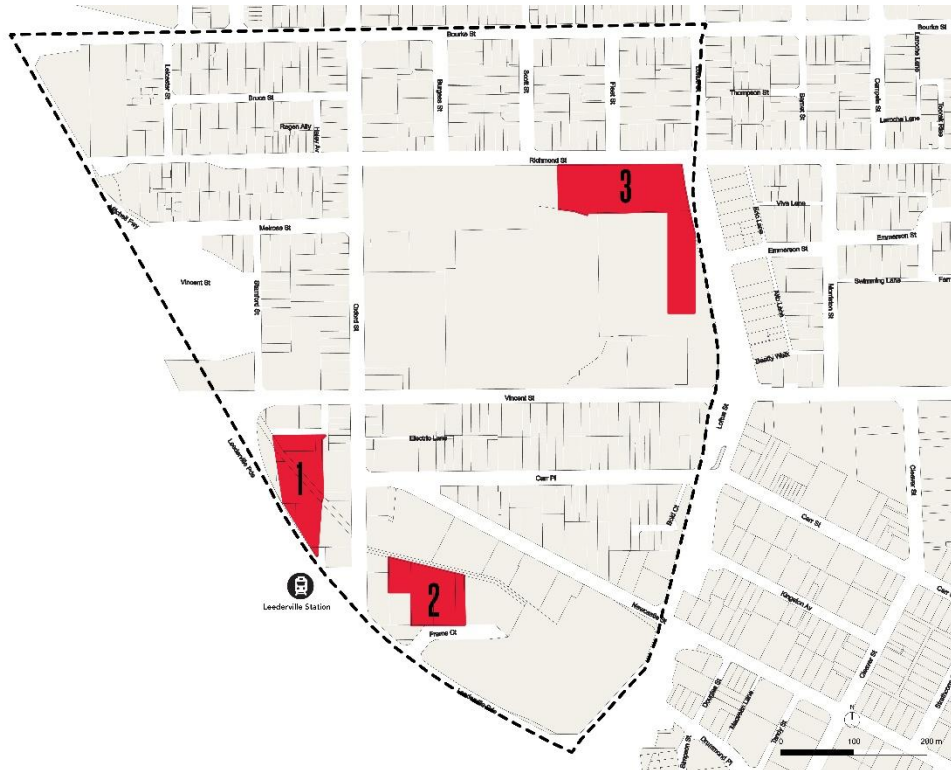


Figure 431 - Existing public parking within the precinct

Demand

Parking demand is the accumulation of vehicles parked within the study area at a point in time. Parking demand includes all parking associated with nearby land uses, whether in an off-street facility, parked illegally, parked on-street or in remote parking lots. Parking demand does not include standing vehicles awaiting the pick-up or drop-off of passengers.

The substantial growth in residential and employee activity is expected to reduce the need for parking (due to an increase in internal trips). Road capacity and parking constraints combined with improved pedestrian and cyclist amenity also add to the reduced need for parking. As a result, the expected employment growth of 70% results in an increase in parking demand of only 25%. If provided within an efficient, consolidated parking supply, this would equate to a total non-residential parking supply (public and private) across the Leederville Precinct of approximately 2,500-2,750 spaces.

Parking management

The overall management of parking follows these three principles:

1. Commuter parking should be maintained at the periphery of the Leederville Precinct, where appropriate land can be made available for large-scale, multi storey parking structures. This allows vehicles to travel to the centre at the periphery to be parked for pedestrians to move within the centre;
2. Short term visitors to the Leederville Precinct should be accommodated within consolidated car parking that does not detract from the streetscape, has good access from the periphery, good pedestrian connections, and is an appropriate size. The Avenue Car Park is a good location to further develop parking infrastructure, potentially as a multi storey car park within a mixed use development; and
3. On-street parking should prioritise quick trips, service bays, bus infrastructure, ACROD parking and where suitable provide the opportunity for parklets.

To support the proposed land uses, public parking is recommended for long-stay commuters at the periphery of the Activity Centre to reduce the impact of private vehicle trips through the Activity Centre and encourage mode shift to alternative forms of transport. This will be supported by high quality pedestrian and cyclist amenity. Short-stay retail/visitor parking is recommended closer to major activity nodes, in the form of consolidated destination parking and limited on-street provision.

A departure from the existing provision of parking is an understanding that on-street parking spaces should be considered in the context of their opportunity cost and that car parking may not be the 'highest and best use' of kerbside spaces. Relocating these spaces to a consolidated location may support a more vibrant and active Centre.

Large-scale multi-deck parking is proposed around Leederville Oval, and within The Avenue car park. Both of these locations have the advantage that they are easily accessed from the primary road network. The proximity of these parking areas to the Town Centre and the high quality, legible pedestrian connections, would retain the capacity for private vehicle travel without impacting the vibrancy of Leederville.

The priority outcome for these multi storey car parks would be to integrate them within a mixed-use development. For example and subject to a business case, one floor of commercial tenancies, three levels of parking, followed by two levels of residential units. Sale or rent of these units would help fund the car park construction.

Maximum Parking Rates and Unbundled Parking:

The maximum parking rates for commercial developments are informed by the modelling and projections conducted as part of the TIA which has proposed a precinct-based parking cap of 1 space per 80 to 90 square metres.

To address the impact of local traffic congestion on local intersections, maximum parking rates should be 1.0 bay per unit. In larger 3 or 4 bedroom dwellings, there may be a need to allocate more, but an entire development must average no more than 1.0 bay per 2 bedrooms.

The cost of these parking bays is normally passed onto the occupants indirectly through the rent or purchase price (bundled). This means that tenants or owners are effectively bound by whatever number of bays the developer has chosen to allocate to their unit, unless they wish to undertake a private sub-let of their parking bay.

Unbundling housing and parking provides a framework for residents to decide for themselves how much parking they need. Given the proximity to Leederville Train Station, restricting parking to a maximum number of bays per unit will ensure that parking is given a high value and the actual cost of parking will be readily apparent to those who choose to drive.

Developers will have the following options to choose from when constructing a new development:

- Facility managers can unbundle parking when renting building space;
- Developers can make some or all parking optional when selling buildings;
- Renters can be offered a discount for not using some or all of their allocated parking spaces;
- Parking costs can be listed as a separate item in the lease agreement to show tenants the cost and enable them to negotiate reductions; and
- Tenants and owners can trade bays between themselves at any time.

Use of on street bays

Residential developments will also not have access to on-street bays for residents. Visitor bays may be appropriate on the street but will not be solely allocated to one development.

The primary uses of on-street parking is for:

- Loading zones;
- ACROD parking;
- Bus stops and layover;
- Bicycle parking;
- Parklets;
- Taxis, ride hailing and car share; and
- Visitor parking.

These different uses are determined on a case-by-case basis as and when a need arises. This has occurred organically in the past and will continue either at the request of the community, or following periodic technical surveys.

Private Parking Arrangements

Basement parking is constrained due to high ground water levels in the area. For properties affected by a high water table, at-grade or podium parking will need to be thoughtfully designed and not compromise streetscape and public realm activation.

Based on the above, parking layout and management should consider the following:

- Vehicle parking shall be located within the basement levels of a building to prevent negative impacts on the public realm;
- Where podium parking is proposed, the parking area must be located on the first floor or above and sleeved by active uses to main streets and laneways; and
- Only one vehicle crossover per lot is permitted except where the Council is satisfied that no adverse effects on vehicular or pedestrian traffic will result;

- The amalgamation of small car parking areas on individual lots together with shared vehicular crossovers is encouraged in order to reduce vehicular and pedestrian conflict and to improve the overall streetscape;
- Parking structures must be designed with a slab-to-slab height of at least 3.5m to enable future adaptation into habitable spaces.

Electric Vehicles

The use of electric vehicles continues to increase as:

- People want to reduce their impact on the environment by using renewable energy;
- the price of electric vehicles reduces making them accessible to a wide market; and
- the cost of fossil fuels increases.

Future development within the LPSP should allow for the use of this technology and ensure that there is suitable infrastructure to support this.

#	Recommendation	Ref.
1	Design parking for reciprocal usage (used for offices during the day and entertainment uses at night). Locate parking central to multiple businesses that can use spaces at different times of the day. Encourage private developments to do the same through incentives.	Part 1, Section 1; Plan 1; Plan 2; Clause 5.15 and 5.16; Part 2, Section 6, Clause 6.3; and Section 6, Clause 6.1;

2	Consolidate the location of long-stay commuter parking at the Avenue Car Park and Frame Court Car Park. Facilitate and allow the development of one multi-deck parking facility, integrated with a commercial or mixed use development.	Plan 1; Plan 2; Part 2, Section 6, Clause 6.3
3	Private parking structures are designed to have minimal impact on the public realm. Parking areas in new development must be located in the basement when possible, or on the first floor or above and sleeved by active uses to main streets and laneways to create active frontages.	Part 1 Clause 5.2.4
4	Ensure maximum parking rates for all developments;	Part 1 Clause 5.1.15 & 5.1.16
5	New developments to provide 20% of the total amount of bays as electric vehicle bays or capacity to supply electric vehicle charging points to support 20% of the total amount of bays as electric vehicle bays.	Part 1 Clause 5.1.15 & 5.1.16
6	Improve parking: <ul style="list-style-type: none"> • On street parking to be for specific, short-term users; • Improve signage and wayfinding of available parking areas; • Provide electric vehicle charging points for commuters in public car parks. 	Part 2, Section 6, Clause 6.3, aligned with ACS

6.0 Implementation

The Leederville precinct is an established centre and redevelopment is likely to occur incrementally over time. This section of the LPSP seeks to outline which actions will be required to achieve the precinct structure plan and ensure this development achieves the overall vision and general objectives.

The implementation of the LPSP is dependent on redevelopment and will be influenced by a range of factors including:

- The property market;

- The overall economic condition of the locality and state;
- Private landowner negotiations (l.e. the ability to consolidate landholdings into appropriate sized land parcels; and
- The capacity of existing infrastructure.

6.1 Collaboration

The LPSP will require the collaboration of multiple levels of government and services agencies. Stakeholders specifically identified due to their pre-existing involvement and their future role as a key agency on the future growth are identified in the table below:

Key Implementation Stakeholders	Role
Transport Agencies: Department of Transport Main Roads WA Public Transport Authority	The integration of land use and an efficient movement network is critical to the success of the Leederville Precinct Structure Plan. Critical infrastructure items may require the agreement of one or multiple transport agencies.
Western Power	Preliminary servicing investigations reveal that the precinct may face challenges in the future in relation to the transfer of loads feeding out from the Perth CBD. Identifying the servicing gaps and developing a framework for further discussion with Western Power to negotiate specific timing of network upgrades and cost will be critical. Critical infrastructure items will require addressing with Western Power as part of the LPSP.
The Water Corporation	<u>Reticulated water</u> Preliminary servicing investigations reveal that the Activity Centre will likely require upgrades to the existing water network to support intensified development. <u>Reticulated Sewer</u> Further investigations will be required, in association with the Water Corp to determine capacity and availability of services proposed as part of this LPSP. Critical infrastructure items will require addressing with the Water Corp as part of the LPSP. <u>Development site and pedestrian walkway</u>

	<p>Water Corporation also own one of the largest freehold land parcels within the Activity Centre and control land over the main drain to Galup (Lake Monger). The existing drain is proposed to become an east west pedestrian walkway.</p> <p>Future plans for the redevelopment of this land will have a notable impact on the form and function of the Activity Centre. Ongoing dialogue between the City and Water Corporation on future opportunities will be crucial.</p>
<p>Department of Planning, Lands and Heritage (Heritage Council of WA)</p>	<p>There are several State and Local heritage listed properties within the Activity Centre area. Keeping the unique character of Leederville through retention of character buildings and well-planned redevelopment in and around these areas is critical. Support from State level to facilitate this will be vital.</p>
<p>Private developers</p>	<p>Comprehensive development will be proposed in the precinct. It is important that the City liaise with potential proponents to ensure awareness of the LPSP objectives and requirements.</p>
<p>Department of Education</p>	<p>As the centre develops there may be a need to provide a primary or secondary school. Liaise with the Department of Education as the centre develops to ensure the accommodation of a school before the need arises.</p>
<p>TAFE</p>	<p>Ensure support for the existing education services so that they can remain in place.</p>
<p>Foyer Oxford The 'Y'</p>	<p>Support the local services and provide opportunities for further enhancement.</p>

6.2 Development staging

Development staging is the delivery of both infrastructure and built form. The latter is generally dependent on the range of services, transport and community infrastructure. The change across the Leederville precinct should be done in a proactive way to avoid underdevelopment due to unsuitable infrastructure.

With regard to built form staging, it is assumed that significant redevelopment will occur in the short-term in areas nearest to the centre and on land that has the highest development potential; this being the Cityscape and Urban Frame precincts. Development outside of these areas is also expected to occur on the basis many properties are nearing the end of their life cycle.

Development staging for the Leederville precinct was undertaken utilising 'Modelur' modelling software. This model tested short, medium and long term development scenarios using a range of general and precinct specific data/control parameters such as average persons per dwelling, average persons per commercial site, average residential and commercial gross floor area. Using these parameters the model was used to calculate a range of information including:

- Population density and development yields for each scenario;
- Identification of infrastructure upgrades linked to development staging; and
- Identification of car parking shortfalls to inform traffic analysis and management plans.

A summary of the general precinct specific control parameters that were used to create the staging models is provided in Appendix G. The 'Modelur' staging models and the key outcomes of the various scenarios are illustrated below (Figure 44 - Development staging).

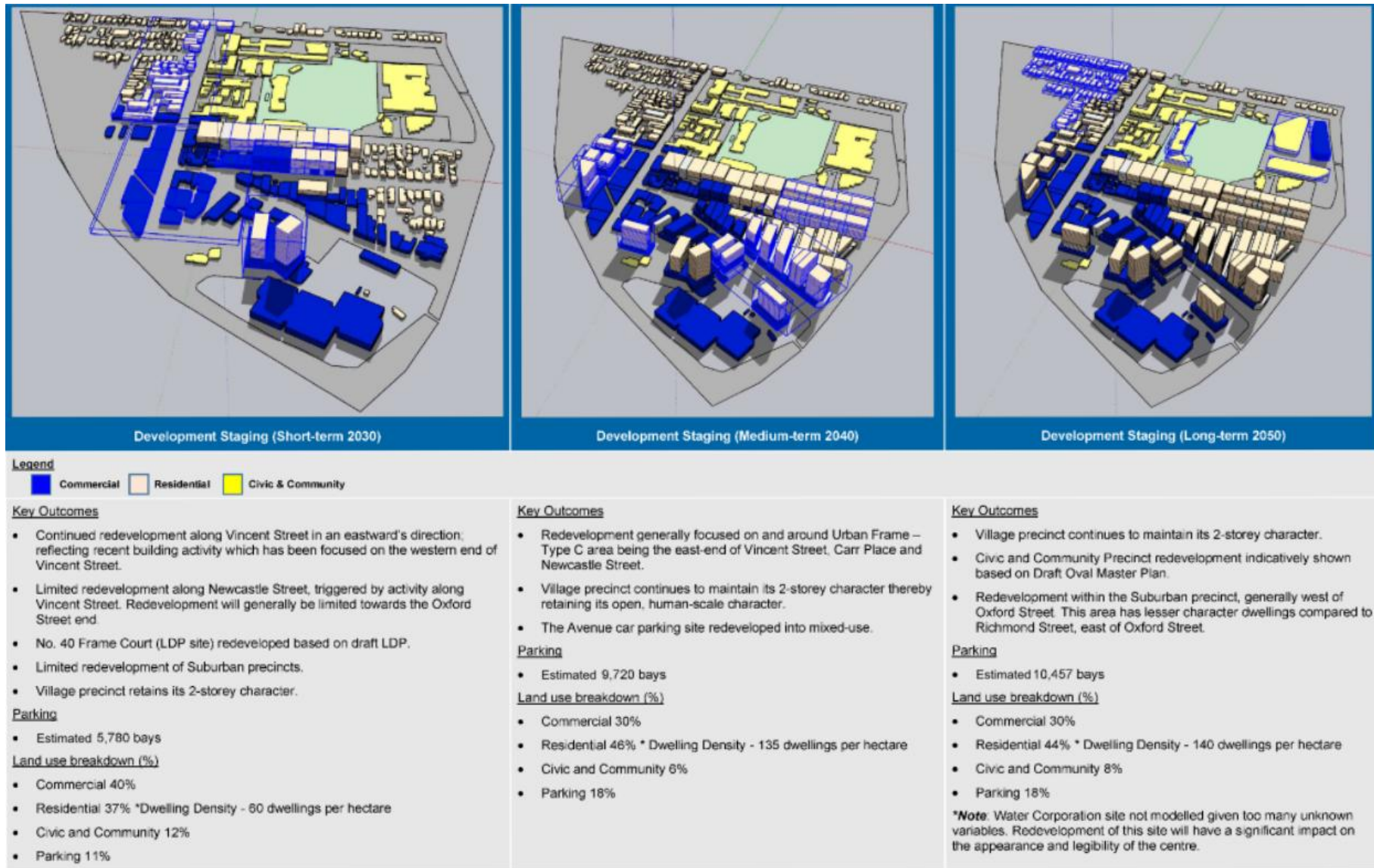


Figure 44 - Development staging

6.3 Key projects and staging

The actions critical to achieving the objectives of the Precinct Structure Plan are outlined in the following tables as short, medium and long-term goals.

6.3.1 Short term (0-10 Years)

	Action	Responsibility	Key Stakeholders
Road Infrastructure	Modify road network infrastructure to match intended future Link and Place.	City of Vincent	Affected land and business owners
	Undertake trials for Oxford Street Parklets, including innovative play space and public breakout facilities.	City of Vincent	Affected land & business owners
	To determine the location and extent of pedestrian upgrades, a streetscape audit is recommended, the findings of which informs the placement of street trees, lighting, crossing improvements and path widening.	City of Vincent	
	Investigate solutions for Vincent Street, Oxford Street and Newcastle Street footpaths to be upgraded to a minimum of 2.0m with 2.5m+ desirable, and that footpath grade and material to be continued across crossovers and minor roads.	City of Vincent WAPC	MRWA
Laneways and Linkages	Acquire and construct laneways and new public spaces.	City of Vincent	Private landowners City of Vincent Water Corporation
	Support for pedestrian desire lines, including the planting of native shade producing trees and vegetation.		
	Formalising arrangements to utilise laneways.		
Heritage & Culture	Investigate suitable cultural interpretations throughout the precinct potentially including a public community garden, as a place to meet.	City of Vincent	Private landowners
Road Network	Modify Leederville Parade approach to Loftus Street, providing dedicated left-turn.	MRWA	City of Vincent WAPC
	Modify Vincent Street approach to Loftus Street, providing dedicated left-turn.	WAPC	City of Vincent

	Action	Responsibility	Key Stakeholders
Public Transport	Improve bus stop infrastructure including shade, shelter and pedestrian crossing points. Integrate bus shelters into adjacent development where feasible.	Public Transport Authority (PTA) City of Vincent	
	Advocate for extension of CAT service to and through the Precinct Structure Plan area.	PTA	City of Vincent
	Advocate for local area transit service including: Trackless Tram Vincent Circular Subiaco - Bayswater routes This will require investigation into an appropriate funding mechanism.	PTA City of Vincent	
	Advocate for high-frequency public transport service along Loftus Street.	PTA	City of Vincent Local Residents
Active Transport	Undertake a streetscape audit to inform the location for new street trees, lighting, crossings and path widening.	City of Vincent	
	Increase canopy cover on public land in line with the Greening Plan.	City of Vincent	
	Construct additional on-street bicycle parking, replacing existing car parking spaces.	City of Vincent	
	Reinforce pedestrian priority by continuing paths over crossovers using consistent material and grade.	City of Vincent	
	Construct on-road bicycle separation on the Vincent Street approach to the Oxford Street intersection.	City of Vincent	WAPC

	Action	Responsibility	Key Stakeholders
	Undertake a business case into high-quality consolidated public or private bike facilities.	City of Vincent	
	Prepare a precinct-specific parking management plan at a fine-grained level.	City of Vincent	
Parking	Introduce Demand Responsive Pricing mechanisms for on-street and off-street public facilities. Extend mobile pay system across all bays.	City of Vincent	All visitors to centre
	Seek a business case for a major land transaction to facilitate and allow the sale of land subject to the construction of peripheral long-stay public parking.	City of Vincent	
	Increase universally accessible parking across the Activity Centre area.	City of Vincent	
Design Review Panel (DRP)	Ensure the DRP are referred development applications within the Precinct.	City of Vincent Developers	Residents, landowners, developers
Scheme Amendments	Request MRS rezoning of 246 Vincent Street to Urban.	City of Vincent WAPC	WAPC Department of Local Government, Sport and Cultural Industries
	Apply to remove condition from development approval for 246 Vincent Street to permit adaptive use of DLGSC building.	City of Vincent WAPC	WAPC Department of Local Government, Sport and Cultural Industries

	Action	Responsibility	Key Stakeholders
Resource Conservation	Achieve target for scheme water for new development of 53 kL per person per year. 50% reduction in scheme water use for new residential developments and substantial renovations 25% for commercial	City of Vincent	All residents
	Advocate to both State and Federal Government for higher building design standards for new builds and retrofits (all building types).	City of Vincent	Business owners, occupiers and residents
Stormwater Management	Maximise the capture, use and local infiltration of stormwater.	City of Vincent	Water Corporation City of Vincent
	Implement water sensitive urban design on both public and private land.	City of Vincent	Business owners, occupiers and residents Water Corporation
	Identify low traffic areas including pathways and medians in parking areas and incorporate permeable pavements and biofilters where practicable to minimise stormwater runoff and maximise treatment options.	City of Vincent	Water Corporation City of Vincent
	Retrofit existing stormwater management systems with appropriate water quality treatment infrastructure to achieve improved water quality outcomes at source.	City of Vincent	Water Corporation City of Vincent
	Use signage throughout the catchment to identify the hydrological connection between Lake Monger, stormwater, groundwater and the Swan River.	City of Vincent	Business owners, occupiers and residents Water Corporation
	Manage contaminated sites in accordance with the Contaminated Sites Act 2003 (WA).	City of Vincent	DWER Individual lot owners of contaminated sites

	Action	Responsibility	Key Stakeholders
	Manage acid sulfate soils in accordance with best management practices and Department of Water Environmental Regulation requirements.	City of Vincent	DWER
LPSP Review	Five year minor review of outcomes aligned with recommendations. Ten year major review of LPSP.	City of Vincent	Land owners, Business owners, occupiers and residents

6.3.2 Medium term (11-20 years)

	Action	Responsibility	Key Stakeholders
Road Infrastructure	Modify Oxford street north of Vincent street to promote 30km/hr function.	City of Vincent	
	Investigate solutions for footpaths be upgraded to a minimum of 2.0m with 2.5m+ desirable, and that footpath grade and material to be continued across crossovers and minor roads.	City of Vincent	MRWA WAPC
Active Transport	Investigate Vincent Street bi-directional protected bike lanes, replacing existing on-street parking. This facility should continue through and connect seamlessly to the Freeway PSP.	City of Vincent Dept. of Transport (DoT)	
	Improve cycling connections from the Principal Shared Path to the Town Centre.	City of Vincent City of Vincent	
	Facilitate or construct high-quality public bike facilities; potentially co-located with a share bike scheme hub.		
	Replace Oxford Street bike lanes north of Vincent Street with safe mixed-traffic environment (<30km/hr).	City of Vincent	
	Provide fast-charge EV parking bays.	City of Vincent	
	Reassign existing on-street parking for loading zones and taxi/ride hailing.	City of Vincent	
	Consider allocating on-street spaces for car share (where appropriate).	City of Vincent	
	Construct large-scale public parking facilities in support of development.	City of Vincent	

	Action	Responsibility	Key Stakeholders
Service & Infrastructure	Power - Construction of a new 132kV CBD substation to facilitate the decommissioning of 66kV substation in the area to address feeder congestion out of the zone substation to provide for increased population and emerging technologies such as electric vehicles.	Western Power	City of Vincent

6.3.3 Long term (20+ years)

	Action	Responsibility	Key Stakeholders
Public Transport	Advocate for dedicated transit lanes along Loftus Street, recognising the limited capacity of this road for private vehicle movement.	WAPC DOT	City of Vincent
Active Transport	Improve connections from Leederville Station to the Activity Centre, potentially including activation and shelter along the route. <hr/> Upgrade and improve paths based on condition assessment.	PTA MRWA WAPC City of Vincent	City of Vincent
Tree Canopy	Align increases in tree canopy with the Enhanced Environmental Strategy	City of Vincent	Private landowners City of Vincent



BUS ZONE
Transperth



ENTRANCE DRINK & MORE
ELECTRIC
LANE



FRY'D



ELECTRIC LANE

1/4 P
8.00 - MID

LOCK

MT

PART 3

PART THREE
APPENDICES

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2. Community Benefit Project List
3. Community Benefit Procedural Guide
4. Context Report
5. Economic Profile Report
5. Transport Impact Assessment
6. Servicing Report
7. Local Water Management Strategy
8. 'Design Leederville' Engagement Summary
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