



December 2019

# **Metropolitan Region Scheme Amendment 1359/57 (Minor Amendment)**



## **Vincent Street, Leederville Other Regional Roads Rationalisation**

Report on Submissions  
Submissions

City of Vincent

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**Metropolitan Region Scheme  
Amendment 1359/57  
(minor amendment)**

**Vincent Street, Leederville  
Other Regional Roads Rationalisation**

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**Report on Submissions  
Submissions**

**City of Vincent**



December 2019



## Introduction to Metropolitan Region Scheme minor amendments

The Western Australian Planning Commission (WAPC) is responsible for keeping the Metropolitan Region Scheme under review and initiating changes where they are seen as necessary.

The Metropolitan Region Scheme (MRS) sets out the broad pattern of land use for the whole Perth metropolitan region. The MRS is constantly under review to best reflect regional planning and development needs.

An amendment proposal to change land use reservations and zones in the MRS is regulated by the *Planning and Development Act 2005*. That legislation provides for public submissions to be made on proposed amendments.

For a non-substantial amendment, often referred to as a minor amendment (made under section 57 of the Act), the WAPC considers all the submissions lodged, and publishes its recommendations in a report on submissions. This report is presented to the Minister for Planning for approval. The amendment takes legal effect with Gazettal of the Minister's approval.

In the process of making a non-substantial amendment to the MRS, information is published as a public record under the following titles:

### **Amendment report**

This document is available from the start of the public advertising period of the proposed amendment. It sets out the purpose and scope of the proposal, explains why the amendment is considered necessary, and informs people how they can comment through the submission process.

### **Environmental review report**

The Environmental Protection Authority must consider the environmental impact of an amendment to the MRS before it can be advertised. While formal assessment would be unlikely for a non-substantial amendment, were it required then an environmental review would be undertaken and made available for information and comment at the same time as the amendment report.

### **Report on submissions**

The planning rationale, determination of submissions and the WAPC's recommendations for final approval of the amendment, with or without modification, is documented in this report.

### **Submissions**

This document contains a reproduction of all written submissions received by the WAPC on the proposed amendment.

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## Submissions

## Report on Submissions

# Metropolitan Region Scheme Amendment 1359/57

## Vincent Street, Leederville Other Regional Roads Rationalisation

### Report on Submissions

#### 1 Introduction

At its July 2019 meeting, the Western Australian Planning Commission (WAPC) resolved to proceed with this amendment to the Metropolitan Region Scheme (MRS) in accordance with the provisions of Section 57 of the *Planning and Development Act 2005*.

The principal differences between the minor and the major MRS amendment processes are that the former includes a 60-day advertising period while the period for the latter is 90 days, the former is not required to be placed before Parliament (for 12 sitting days) while the latter is and there is no requirement for submitters to be offered hearings for minor amendments.

#### 2 The proposed amendment

##### **Purpose**

The amendment proposal was described in the previously published *Amendment Report*, and a description of the proposal is repeated below.

The purpose of the amendment is to transfer portions of Lots 3, 4 and 200 Oxford Street, Lot 30 Newcastle Street, Lots 8 and 9 Vincent Street, Leederville and Reserves 2618, 3839 and 50346 from the Other Regional Roads (ORR) reservation to the Urban zone and Parks and Recreation - Restricted Public Access reservation.

##### **WAPC Consideration Prior to Final Determination**

On 24 July 2019, the WAPC initiated the above MRS amendment and resolved as follows:

*“The WAPC notes that the City of Vincent has provided additional justification on the MRS amendment which has been referred to Main Roads WA (MRWA), Department of Transport (DoT), Public Transport Authority (PTA) and the Department of Planning, Lands and Heritage’s (DPLH) transport branch (who may request additional information) for further consideration. The WAPC will require the advice of these agencies prior to a final determination being made on the amendment.”*

The DoT, PTA and DPLH (transport) raised no objections to the amendment. In relation to MRWA comments, refer to *Main Issues Raised in Submissions* section below.

#### 3 Environmental Protection Authority advice

On 9 August 2019 the Environmental Protection Authority (EPA) advised that the proposed amendment should not be assessed under Part IV Division 3 of the *Environmental Protection Act 1986*. The EPA did not provide any advice or recommendations. A copy of the notice from the EPA is in *Appendix A* of the *Amendment Report*.

## 4 Call for submissions

The amendment was advertised for public submissions from 6 September 2019 to 8 November 2019.

The amendment was made available for public inspection during ordinary business hours at the:

- i) Western Australian Planning Commission, 140 William Street Perth
- ii) City of Vincent
- iii) State Reference Library, Northbridge.

During the public inspection period, notice of the amendment was published in *The West Australian* and relevant local newspaper/s circulating in the locality of the amendment.

## 5 Submissions

Twelve submissions were received on the amendment. An alphabetic index of all the persons and organisations lodging submissions is at *Schedule 1*.

Ten submissions were of general comment (primarily from government agencies) and two submissions were of support. No submissions of objection were received.

A summary of each submission with WAPC comments and determinations is at *Schedule 2*. A complete copy of all written submissions is contained in this report.

## 6 Main issues raised in submissions

### 6.1 Main Roads WA

- The existing reservation is classified as an ORR reserve. Accordingly, the planning responsibility lies with the DPLH. MRWA does not have copy of the concept for this section of Vincent Street.
- MRWA understands the existing ORR reserve accommodates the long-term future transport needs for this inner-city precinct. *Perth and Peel @ 3.5 Million* seeks to substantially increase density in this locality via infill development.
- The existing reservation provides the opportunity to improve connectivity within the Leederville Town Centre and the opportunity to improve pedestrian movements. Such improvements may include:
  - pedestrian refuges
  - accommodate critical services and infrastructure
  - widening of verges
  - median.
- Comments regarding the additional traffic information provided to date:

- The assessment focuses on the Vincent / Oxford Street intersection in isolation. The Loftus Street, Leederville Parade and Southport Street intersections need review to determine the impact on the wider road network.
- The City proposes to repurpose parking lanes as a two-way bike lane facility, however these parking lanes are clearways during the AM & PM peak periods and carry a reasonable level of traffic along Vincent Street. The reduction to a single lane in each direction on Vincent Street would significantly impact the operation of Vincent Street and the adjacent Freeway interchange.
- Vincent Street is a Distributor A road and is connected to the Mitchell Freeway, it must be able to maintain an acceptable level of service to vehicles, as well as cyclists and pedestrians.
- A number of alternative cross-sections for Vincent Street are suggested and include reducing Vincent Street to one traffic lane in each direction. These would not be supported without significant traffic modelling and assessment.
- It is understood that the proposed deletion of the ORR reserve on the northern side of Vincent Street is likely to be removed from this MRS amendment. MRWA supports this approach.

*WAPC Comment: The WAPC notes that following further consideration and discussion with MRWA, the amendment has been modified by excluding the ORR reserve on the northern side of Vincent Street.*

*The proposed reduction in the road reserve requires further consideration of the wider road network (and associated considerations) by MRWA, City of Vincent and the DPLH. A future MRS amendment process can further consider the Vincent Street ORR reserve accordingly.*

*The remaining part of the amendment area (south of Vincent Street) is supported as this area of ORR reserve is highly constrained as it primarily contains two heritage listed buildings. These buildings would need to be demolished to accommodate any road widening, this is not supported as it would negatively impact on the historic character of the Leederville Town Centre.*

## **7 Modifications**

The amendment has been modified by excluding the ORR reservation on the northern side of Vincent Street as this requires further consideration. Re-advertising of the amendment is not required as no additional areas are being included and the modification is considered minor in nature.

## **8 Determinations**

The responses to all submissions are detailed in this report. The submissions of objection are recommended to be dismissed. Minor modification of the amendment is proposed as discussed above.

## **9 Co-ordination of region and local scheme amendments**

Under section 126(3) of the *Planning and Development Act 2005* the WAPC has the option of concurrently rezoning land that is being zoned Urban under the MRS, to a "Development" zone (or similar) in the corresponding Local Planning Scheme (LPS). The WAPC has supported the concurrent LPS amendment of the amendment area to the "Regional Centre" zone in the City of Vincent LPS No. 2.

## **10 Conclusion and recommendation**

This report summarises the background to minor amendment 1359/57 and examines the various submissions made on it.

The WAPC, after considering the submissions, is satisfied that the amendment as shown generally on Amending Figure - Proposal 1 in *Schedule 4* (as modified) and in detail on the MRS Amendment Plan listed in *Appendix 2* (as modified) should be approved and finalised.

The WAPC recommends that the Minister for Planning approves the modified amendment.

## **11 Ministers decision**

Amendments to the Metropolitan Region Scheme using the provisions of section 57 of the *Planning and Development Act 2005* require the WAPC to provide a report and recommendation to the Minister for Planning for approval. The Minister may approve, approve with modification or decline to approve the proposed amendment.

The Minister, after considering the amendment, has agreed with the recommendation of the WAPC and approved the amendment.

MRS Amendment 1359/57 is now finalised as modified and shown on WAPC Amending Plan 3.2744/1, and has effect in the Metropolitan Region Scheme from the date of notice in the *Government Gazette* on 24 December 2019.

## **Schedule 1**

### **Alphabetical listing of submissions**

## Alphabetical Listing of Submissions

### MRS Amendment 1359/57

#### Vincent Street, Leederville Other Regional Roads Rationalisation

Submission Number	Name
8	ATCO Gas
5	Biodiversity, Conservation and Attractions, Department of
10	Education, Department of
7	Health, Department of
12	Main Roads WA
3	Primary Industries and Regional Development (Agricultural, Resource Management and Assessment), Department of
4	Public Transport Authority of Western Australia
9	Turco, Julian
11	Vincent, City of
2	Water and Environmental Regulation, Department of
6	Water Corporation
1	Western Power

## **Schedule 2**

### **Summary of submissions and determinations**

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**REFER TO THE SUBMISSIONS SECTION FOR A FULL COPY OF EACH WRITTEN SUBMISSION AND SUPPORTING INFORMATION**

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**Submissions:** 1, 2, 3, 4, 5, 6, 7, 8, 10

**Submitted by:** Western Power, Department of Water & Environmental Regulation, Department of Primary Industries and Regional Development, Public Transport Authority of WA, Department of Biodiversity, Conservation & Attractions, Water Corporation, Department of Health, ATCO Gas, Department of Education

**Summary of Submission:** COMMENT

*Refer to the "Submissions" section of this report for a full copy of these comments.*

The above State Government agencies and infrastructure providers raise no objections, no comment or provide general comments that relate to the subsequent more detailed stages of the planning and development process. Where applicable, the proponent has been made aware of the above comments.

**Planning Comment:** Comments noted.

**Determination:** Submissions noted.

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**Submission:** 9

**Submitted by:** Julian Turco (interested resident)

**Summary of Submission:** SUPPORT

The amendment is supported as Vincent Street is a key activity node rather than just a thoroughfare.

**Planning Comment:** Support noted.

**Determination:** Submission noted.

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**Submission:** 11

**Submitted by:** City of Vincent

**Summary of Submission:** SUPPORT

The City of Vincent supports the proposed amendment and notes that a recent development application for Lot 30 (No. 742) Vincent Street, Leederville has prompted the City to request a review of the portion of land along Vincent Street that is reserved ORR under the MRS.

The DPLH met with the City in December 2018 to ascertain the reason for the ORR reserve and whether the City has any future plans for that section of road. The City investigated the

subject section, as well as the remainder of Vincent Street in Leederville, in the context of the existing town planning framework, including the proposed Integrated Transport Plan.

Vincent Street between the Mitchell Freeway and Bulwer Street is classified as an ORR under the MRS. Between Oxford Street and Loftus Street, the width of the ORR reservation is greater than the current cross-section of Vincent Street. This road widening area impacts on a number of existing buildings, including heritage listed buildings on the corner of Oxford/Vincent Streets and No. 246 Vincent Street – currently occupied by the Department of Local Government, Sport and Cultural Industries building.

The City has considered that the ORR reserve is not necessary over the portion of Vincent Street from No. 150 Oxford Street to No. 259 Vincent Street for the following reasons:

1. The current road layout is sufficiently wide and flexible enough to adapt to future planning requirements. The road is approximately 20 metres wide and the general cross section of the road includes two 3.0-metre-wide footpaths and four 3.5-metre-wide traffic lanes.
2. Currently, Vincent Street abuts two heritage listed properties, on the eastern side of the intersection with Oxford Street, (156 and 150 Oxford Street). Widening Vincent Street in line with the ORR reservation would require the demolition of these heritage listed buildings, which would significantly impact the aesthetic and historic character of the Leederville Town Centre at what is the key entry point to the town centre.
3. Any increase to the width of Vincent Street would make it more difficult for pedestrians to cross Vincent Street. This would divide the Leederville Town Centre and reduce pedestrian connectivity to and from the Leederville Town Centre and Leederville Oval.
4. The No. 246 Vincent Street building was constructed within the ORR reservation approximately 15 years ago with the approval of Council and the State Government. This building would be unlikely to be demolished for the purpose of a road widening and Council's approval demonstrates a long-held position not to require further road widening.
5. The existing ORR reservation is a constraint to new development as it requires land to be set aside for the purpose of future road widening. Since the land is unlikely to actually be used for road widening, it is unreasonable to require landowners to set this land aside as a condition of development.

Subsequent to Council's resolution, the City provided additional information to WAPC. The purpose of this information was to further investigate the need for the ORR reserve that applies to Vincent Street between Oxford Street and the boundary of 259 Vincent Street. The investigation demonstrates that the existing reserve width is more than sufficient to accommodate current or future transport needs and that the current width of the road is also sufficient to accommodate any improvements required to pedestrian or cycle movements in the future. A deputation was made to the WAPC in support of this submission. The WAPC subsequently initiated minor amendment 1359/57.

The City met with MRWA on 6 August 2019 and 4 November 2019 to ensure all concerns with traffic movements could be appropriately mitigated. At the later meeting, MRWA suggested that the following information, be provided in the City's submission to the WAPC.

*Demonstrate the impact that the removal of the ORR reserve would have on the wider network.*

The Oxford/Vincent Street intersection is currently operating within capacity (LOS C), according to SIDRA modelling for the existing scenario. Modelling has been undertaken based on the proposed intersection and road geometry configuration which indicates that this intersection will continue to function at an appropriate level of service (LOS D) through to the current planning horizon (based on land use and traffic growth provided by MRWA through ROM24).

Analysis of the effect of redirection shows that the proposed changes could increase traffic along Leederville Parade, but that there is the ability for the intersection with Loftus Street to accommodate this traffic with only minor signal changes.

*Demonstrate the impact that the removal of the ORR reserve would have on the linked intersections.*

Redistribution of regional and local traffic to Leederville Parade would not have any adverse impact on the linked intersections to the west of Oxford Street. The increase in through traffic from the Freeway to Loftus Street (via Leederville Parade) will ultimately reduce the demand for travel along Vincent Street and reduce the potential for adverse impacts.

*Provide an explanation of the workings/method of data which has been provided.*

Cardno were engaged by the City to build a meso-scopic AIMSUN model of the City of Vincent network, including roads of local distributor classification and above (link density was increased within activity centres as appropriate).

This network was calibrated against historic link count data, SCATS information and a series of intersection turning counts. ROM24 data was obtained from MRWA for the 2016 and 2031 horizon years. From this information, anticipated percentage growth was extracted for the associated sub-area matrix.

The ROM zones were correlated to the zones of the AIMSUN model and the ROM24 growth rates applied to determine an OD matrix for the existing and future models. The LOS values were obtained for all key intersections by creating subpaths for all movements, thus obtaining delay times for all movements at an intersection.

Where LOS values exceeded a potential failure threshold, these intersections were further assessed using SIDRA analysis, to identify if any small changes could be used to mitigate poor performance. Keeping Vincent Street at its current width is the most suitable option for maximising place, pedestrian and cyclist outcomes for the Leederville Town Centre, while not having any negative impact on traffic movement. Any widening of the current road would require the demolition of two landmark Heritage listed buildings on the prominent Oxford/Vincent Street corner. The City would strongly oppose the removal of these buildings.

Widening would also require removal of large mature street trees located along the pedestrian footpaths and would increase the crossing distance for pedestrians. The City is not supportive of removing street trees or increasing crossing distances. The streetscape character and high level of walkability created by the existing heritage buildings, street trees and reduced road width, which is iconic in the Leederville Town Centre, far outweighs any benefit that would be delivered by widening of the current road to provide a central median and/or wider footpath.

The City requests that the MRS amendment concurrently amend the City's Local Planning Scheme No. 2 to apply a "Regional Centre" zone adjacent to the land currently zoned "Regional Centre".

For the land subject of the MRS amendment which adjoins the land reserved “Public Purposes - Primary School/High School” and “Public Purposes - Civic Uses” in the City’s Local Planning Scheme No. 2, the City requests that a concurrent Local Planning Scheme No. 2 amendment be undertaken to reserve that portion of land in accordance with the adjoining existing reserves.

The City supports the proposed MRS amendment as it believes that the existing ORR reserve between Oxford Street and 259 Vincent Street is not required to accommodate current or future growth in vehicle movements in or around the Leederville Town Centre.

**Planning Comment:** Refer to Part 6.1 – Mains Roads WA and the “*Co-ordination of Region and Local Scheme Amendments*” section for discussion on the concurrent LPS amendment of the site.

**Determination:** Submission noted.

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**Submission:** 12  
**Submitted by:** Main Roads WA  
**Summary of Submission:** COMMENT

MRWA advises as follows:

- The existing reservation is classified as an ORR reserve. Accordingly, the planning responsibility lies with the DPLH. MRWA does not have copy of the concept for this section of Vincent Street.
- MRWA understands the existing ORR reserve accommodates the long-term future transport needs for this inner-city precinct. *Perth to Peel @ 3.5 Million* seeks to substantially increase density in this locality via infill development.
- The existing reservation provides the opportunity to improve connectivity within the Leederville Town Centre. The existing reservation width provides the opportunity to improve pedestrian movements. Such improvements may include:
  - pedestrian refuges;
  - accommodate critical services and infrastructure;
  - widening of verges, and
  - median.
- Comments regarding the additional traffic information provided to date:
  - The assessment focuses on the Vincent / Oxford Street intersection in isolation. The Loftus Street, Leederville Parade and Southport Street intersections need review to determine the impact on the wider road network.
  - The City proposes to repurpose parking lanes as a two-way bike lane facility, however these parking lanes are clearways during the AM & PM peak periods and carry a reasonable level of traffic along Vincent Street. The reduction to a single lane in each direction on Vincent Street would significantly impact the operation of Vincent Street and the adjacent Freeway interchange.

- Vincent Street is a Distributor A road and is connected to the Mitchell Freeway, it must be able to maintain an acceptable level of service to vehicles, as well as cyclists and pedestrians.
- A number of alternative cross-sections for Vincent Street are suggested and include reducing Vincent Street to one traffic lane in each direction. These would not be supported without significant traffic modelling and assessment.
- It is understood that the proposed deletion of the ORR reserve on the northern side of Vincent Street is likely to be removed from this MRS amendment. MRWA supports this approach.

**Planning Comment:** Refer to Part 6.1 – Main Roads WA of the Report on Submissions.

**Determination:** Submission partly upheld.

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### **Schedule 3**

**The amendment figure - proposal 1  
as advertised**



**VINCENT STREET, LEEDERVILLE OTHER REGIONAL ROADS RATIONALISATION  
Proposed Minor Amendment  
as advertised**

24 July 2019

Proposal 1

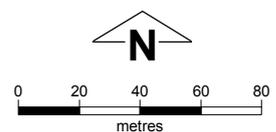
Proposed Amendment:

- Parks and Recreation - restricted public access reservation
- Urban zone

Oracle reference no: 3002  
File number: 833/02/33/0003  
Version number: 1



Date: 2/08/2019  
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA  
Base information supplied by Western Australian Land Information Authority SLIP 1096-2018-1



## **Schedule 4**

**The amendment figure - proposal 1  
as modified**



**VINCENT STREET, LEEDERVILLE OTHER REGIONAL ROADS RATIONALISATION  
Proposed Minor Amendment  
as modified**

11 December 2019

Proposal 1

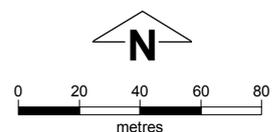
Proposed Amendment:

 Urban zone

Oracle reference no: 3002  
File number: 833/02/33/0003  
Version number: 2



Date: 11/12/2019  
Produced by Data Analytics, Department of Planning, Lands and Heritage, Perth WA  
Base information supplied by Western Australian Land Information Authority SLIP 1096-2018-1



## **Appendix 1**

### **List of detail plans as advertised**

**Proposed Minor Amendment 1359/57**

**Vincent Street, Leederville  
Other Regional Roads Rationalisation**

**as advertised**

Amending Plan 3.2744

## **Appendix 2**

### **List of detail plans as modified**

**Proposed Minor Amendment 1359/57**

**Vincent Street, Leederville  
Other Regional Roads Rationalisation**

**as modified**

Amending Plan 3.2744/1

**Submissions**

# Submission 1

**Our Reference:** 50227987

**Your Reference:** 833-2-33-3 Pt 1 (RLS/831)

12-Sep-2019

Department Planning Lands & Heritage

Dear Sir / Madam

## **Lots 3, 4 and 200 Oxford Street, Lot 30 Newcastle Street, Lots 8 and 9 Vincent Street, Leederville**

The structure plan, future subdivision and development processes must protect the transmission line corridor and associated assets from encroachment, mitigating public safety and network reliability risks and ensuring there is no impediment to routine and emergency land access to the network.

1. Prior to subdivision, Western Power will need to review, assess and provide prior written consent to any proposals below or within the registered easement, in accordance with the easement conditions, including:
  - Landscaping plans (including mature heights and location of species);
  - Ground level changes;
  - Permanent structures;
  - Drainage plans;
  - Conservation controls.
2. In respect to condition 1, the proponent must submit detailed design plans for the any development or change in land use proposed within the electricity infrastructure corridor to allow determination of its suitability in respect to public safety, routine and emergency land access and future network plans. Regarding public safety assessment, the requirements of the detailed study are summarised below and a required to form part of the servicing strategy:
  - Soil Resistivity Report outlining on-site measurement of the soil resistivity, using the Wenner method.
  - An Earth Potential Rise study to determine touch, step and transfer potentials, including documentation of all calculations.
  - A Low Frequency Induction study to investigate the effects of induced voltages from the power line for step, touch and transfer potentials, during both construction and operation of the site.



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Electricity Networks Corporation  
ABN: 18 540 492 861

- An Electrostatic Induction study to investigate the potential of hazardous charging of metallic objects in the vicinity of the line, such as fences, gates and other services.
- An Electromagnetic Field Study to determine the impacts of Electric and Magnetic Fields as per ARPANSA guidelines.

The studies should identify any mitigation required and be submitted to Western Power for review, record-keeping and to confirm the appropriateness of the proposal prior to subdivision. Please be advised that Western Power can provide data to assist in the preparation of the report, which will attract a fee. Costs will be estimated and funds must be received prior to assessment commencing. Generally assessments will take between three to five weeks, from receipt of funds.

3. Western Power requires the following additional provisions to be included on the Structure Plan for consideration at the subdivision and development stages:
  - Provision of Section 70A Notifications on all proposed lots adjoining the existing Western Power registered easement prior to subdivision clearance advising prospective purchasers that they are in close proximity to power infrastructure which will be maintained, upgraded and expanded on a regular basis.
  - All development shall be designed and constructed to protect Western Power infrastructure and interests from potential land use conflict.
  - No development (including fill, fencing, storage or parking) will be permitted within Western Power registered easements without the prior written approval of Western Power or the relevant power line operator.

Note: The above advice should not be construed as Western Power's support or otherwise of the land use or development proposed in the existing electricity corridors and associated registered easements. Further detailed studies will be required to determine the suitability of subdivision and development within the easement corridors.

Kind Regards

Jamie Champion

Customer Service

# Submission 2

**From:** [Liz Stewart](#)  
**To:** [DPI Referrals](#); [mrs](#)  
**Subject:** Re: Metropolitan Region Scheme Proposed Amendment 1359/57- Vincent Street, Leederville  
**Date:** Wednesday, 18 September 2019 10:13:06 AM

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To whom it may concern,

The Department of Water and Environmental Regulation has assessed the above MRS proposed amendment 1359/57 as a proposal of no interest and as such has no comments to provide.

Kind regards,

[Liz Stewart](#)

Natural Resource Management Officer  
Swan Avon Planning Advice

[Department of Water and Environmental Regulation](#)

Swan Avon Region

7 Ellam St, Victoria Park, WA 6100

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**From:** [Heather Percy](#)  
**To:** [mrs](#)  
**Subject:** DPIRD Response- Metropolitan Region Scheme Proposed Amendment 1359/57 Vincent Street, Leederville - Other Regional Roads Rationalisation  
**Date:** Friday, 20 September 2019 1:07:45 PM  
**Attachments:** [image002.png](#)

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Department of  
**Primary Industries and  
Regional Development**

Your reference: 833-2-33-3  
Pt 1 (RLS/831)  
Our reference: LUP 681  
Enquiries: Heather Percy

The Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
PERTH WA 6001  
[mrs@dplh.wa.gov.au](mailto:mrs@dplh.wa.gov.au)

Date: 20 September 2019

Dear Ms Fagan

**Metropolitan Region Scheme Amendment 1359/57 (minor amendment)  
Vincent Street, Leederville Other Regional Roads Rationalisation**

Thank you for the providing the Department of Primary Industries and Regional Development (DPIRD) the opportunity to commend on this minor amendment to the Metropolitan Region Scheme. As the amendment applies to an urban area and there is no impact on primary industries, DPIRD has no comment to submit on this occasion.

Yours sincerely

Heather

**Heather Percy** | Principal Research Scientist

Agricultural Resource Management and Assessment  
Sustainability and Biosecurity  
Department of Primary Industries and Regional Development  
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Protect Grow Innovate



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# Submission 4

**From:** [Marija Bubanic](#)  
**To:** [mrs](#)  
**Subject:** FW: Western Australian Planning Commission (WAPC) - Metropolitan Region Scheme Proposed Amendment 1359/57 - Leederville, Vincent Street - Submission by 2019-11-08 - A4548670  
**Date:** Thursday, 3 October 2019 2:51:57 PM

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**From:** Lam Sin Cho, Jade [mailto:[Jade.LamSinCho@pta.wa.gov.au](mailto:Jade.LamSinCho@pta.wa.gov.au)]  
**Sent:** Friday, 13 September 2019 9:59 AM  
**To:** Anthony Muscara <[Anthony.Muscara@dplh.wa.gov.au](mailto:Anthony.Muscara@dplh.wa.gov.au)>  
**Subject:** Western Australian Planning Commission (WAPC) - Metropolitan Region Scheme Proposed Amendment 1359/57 - Leederville, Vincent Street - Submission by 2019-11-08 - A4548670

Dear Anthony

The PTA has no objections to MRS Amendment 1359/57 – Leederville, Vincent Street.

Regards

**Jade Lam Sin Cho**  
**Strategic Railway Network Planner | Infrastructure Planning & Land Services**  
Public Transport Authority of Western Australia  
Public Transport Centre, West Parade, Perth, 6000  
PO Box 8125, Perth Business Centre, WA, 6849  
Tel: (08) 9326 2473  
Email: [jade.lamsincho@pta.wa.gov.au](mailto:jade.lamsincho@pta.wa.gov.au) | Web: [www.pta.wa.gov.au](http://www.pta.wa.gov.au)



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# Submission 5

**From:** [Marija Bubanic](#)  
**To:** [mrs](#)  
**Subject:** FW: Metropolitan Region Scheme Proposed Amendment 1359/57 Vincent Street, Leederville - Other Regional Roads Rationalisation  
**Date:** Thursday, 3 October 2019 2:56:02 PM  
**Attachments:** [image001.png](#)

---

**From:** Jacqui Clinton [mailto:[jacqui.clinton@dbca.wa.gov.au](mailto:jacqui.clinton@dbca.wa.gov.au)]  
**Sent:** Thursday, 26 September 2019 11:25 AM  
**To:** Anthony Muscara <[Anthony.Muscara@dplh.wa.gov.au](mailto:Anthony.Muscara@dplh.wa.gov.au)>  
**Subject:** Metropolitan Region Scheme Proposed Amendment 1359/57 Vincent Street, Leederville - Other Regional Roads Rationalisation

Hi Anthony,

DBCA were recently referred the above proposed MRS Amendment for comment. I advise DBCA has no comment to make on this amendment.

Regards

Jacqui

## Jacqui Clinton

**Senior Planning Officer**  
**Swan Region**  
Parks and Wildlife Service  
Department of Biodiversity, Conservation and Attractions  
Phone: (08) 9442 0312 Mobile:0439 977 455  
Email: [jacqui.clinton@dbca.wa.gov.au](mailto:jacqui.clinton@dbca.wa.gov.au)

*\* I currently work part-time on Mondays, Wednesday and Thursdays*



Department of Biodiversity,  
Conservation and Attractions



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Western Australia.*

---

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## Submission 6

Development Services 629 Newcastle Street Leederville WA 6007 PO Box 100 Leederville WA 6902 T (08) 9420 2099 F (08) 9420 3193



Your Ref: 833-2-33-3 Pt 1 (RLS/831)  
Our Ref: 57176485 - MRS363284  
Enquiries: Ross Crockett  
Direct Tel: 9420 2013

19<sup>th</sup> September 2019

**Western Australian Planning Commission  
LOCKED BAG 2506  
PERTH W.A. 6001**

Department of Planning, Lands and Heritage Received	
Scanned	24 SEP 2019
Attachments	<input type="checkbox"/>
Scan QA	<input type="checkbox"/>
Doc No.	
File No.	RLS/0833

M BUBANIC

Attention of: **Anthony Muscara**

**Re: MRS Amendment - 1359/57 Vincent Street, Leederville**

Thank you for your letter dated 4<sup>th</sup> September 2019. We offer the following comments in regard to this proposal.

### **Water and Wastewater**

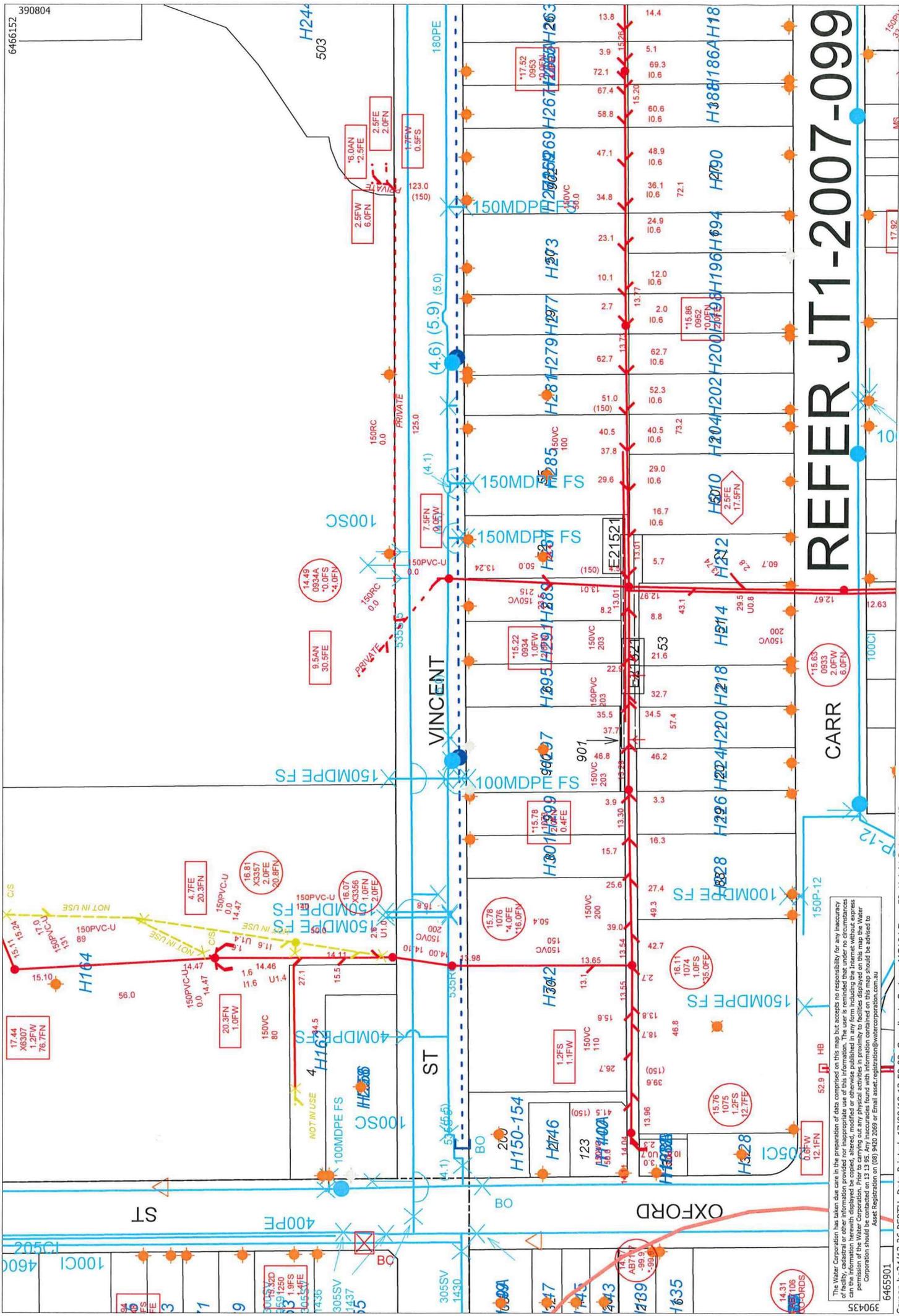
Reticulated water and sewerage services are currently available throughout the subject area. (See attached Plan)

However the proposed changes to the Scheme do not appear to impact on the Water Corporation's infrastructure or operations.

Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact the Enquiries Officer.

A handwritten signature in blue ink, appearing to read "Ross Crockett".

Ross Crockett  
Development Planner  
Land Planning  
Assets Planning Group



# REFER JT1-2007-099

The Water Corporation has taken due care in the preparation of data comprised on this map but accepts no responsibility for any inaccuracy of facility, cadastral or other information provided nor inappropriate use of this information. The user is reminded that under no circumstances can the information herein be copied, altered, modified or otherwise published in any form including the Internet without express permission of the Water Corporation. For more information on the Water Corporation's policies and procedures, please contact the Asset Registration team on 9420 2889 or email [asset.registration@watercorporation.com.au](mailto:asset.registration@watercorporation.com.au)



Government of **Western Australia**  
Department of **Health**

## Submission 7

Your Ref: 833-2-33-3 Pt 1 (RLS/0831)  
Our Ref: F-AA-65784 D-AA-19/162723  
Contact: Vic Andrich (08) 9222 2000

Ms Sam Fagan  
Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
PERTH WA 6001

Department of Planning, Lands and Heritage Received	
Scanned	11 OCT 2019
Attachments	<input type="checkbox"/>
Scan QA	<input type="checkbox"/>
Doc No.	RLS/0833
File No.	M. BYBANIC

Attention: Mr Anthony Muscara, Principal Planning Officer

Dear Ms Fagan

### **MRS PROPOSED AMENDMENT 1359/57 – VINCENT STREET, LEEDERVILLE**

Thank you for your letter of 4 September 2019 requesting comments from the Department of Health (DOH) on the above proposal.

The DOH has no objection to the proposed amendment.

Should you have any queries or require further information please contact Vic Andrich on (08) 9222 2000 or at [ehinfo@health.wa.gov.au](mailto:ehinfo@health.wa.gov.au)

Yours sincerely

Allison Christou  
**A/EXECUTIVE DIRECTOR**  
**ENVIRONMENTAL HEALTH DIRECTORATE**

7 October 2019

Att.

Submitted to Metropolitan Region Scheme minor amendment 1359/57 - Vincent Street, Leederville  
Submitted on 2019-10-01 14:11:02

**Online feedback**

**1 What is your first name?**

**First name:**

Fiona

**2 What is your surname?**

**surname:**

Snellin

**3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?**

No

**4 What is your email address?**

**Email:**

Fiona.snellin@atco.com

**5 What is your address?**

**address:**

81 Prinsep Road Jandakot WA 6164

**6 Contact phone number:**

**phone number:**

61635000

**7 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?**

Support

**8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.**

**Submission:**

ATCO Gas operates gas mains and gas service lines within the Vincent Street road reserve. ATCo has no objection the proposal to facilitate the amendment and remove the ORR reservation from the nominated portions of land.

**File upload:**

No file was uploaded

## Response ID ANON-J8GV-JTMU-Y

Submitted to **Metropolitan Region Scheme minor amendment 1359/57 - Vincent Street, Leederville**  
Submitted on **2019-09-11 08:13:01**

### Online feedback

#### 1 What is your first name?

**First name:**

Julian

#### 2 What is your surname?

**surname:**

Turco

#### 3 Submissions may be published as part of the consultation process. Do you wish to have your name removed from your submission?

No

#### 4 What is your email address?

**Email:**

jturco2@gmail.com

#### 5 What is your address?

**address:**

20 Caddy Avenue West Leederville

#### 6 Contact phone number:

**phone number:**

#### 7 Do you support/oppose the proposed amendment to the Metropolitan Region Scheme?

Support

#### 8 Submission (reasons for support/opposition). Please type your submission into the box below or copy and paste text from a Microsoft Word document.

**Submission:**

Support - Vincent Street is becoming a key node of activity, rather than simply a transport thoroughfare. In strong support of aligning current planning framework to enable strong outcomes for the community

**File upload:**

No file was uploaded



Government of Western Australia  
Department of Education

## Submission 10

Your ref : 833-2-33-3 Pt1  
Our ref : (RLS/831)  
Enquiries : D19/0492072

Ms Sam Fagan  
Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
PERTH WA 6000

Department of Planning, Lands and Heritage Received	
Scanned	31 OCT 2019
Attachments	<input type="checkbox"/>
Scan QA	<input type="checkbox"/>
Doc No.	
File No.	RLS/0833

M. BUBANIC

### Metropolitan Region Scheme Proposed Amendment 1359/57 Vincent Street, Leederville – Other Regional Roads Rationalisation

Thank you for your letter dated 4 September 2019 providing the Department of Education (Department) the opportunity to comment on the abovementioned Metropolitan Region Scheme Amendment (Amendment).

The Department has reviewed the document and wishes to advise that it has no objection to the proposed Amendment.

Should there be any questions on the above, please contact Mr Ikmal Ahmad, Principal Consultant on 9264 4435 or via email [ikmal.ahmad@education.wa.edu.au](mailto:ikmal.ahmad@education.wa.edu.au)

Yours sincerely

Matt Turnbull  
**Manager Land and Property  
Asset Planning and Services**

25 October 2019

# Submission 11

**From:** [Jordan Koroveshi](#)  
**To:** [mrs](#)  
**Subject:** City of Vincent Submission - MRS Minor Amendment 1359/57 Vincent St, Leederville - Other Regional Roads Rationalisation  
**Date:** Friday, 8 November 2019 4:56:52 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[Attachment 1 - City of Vincent - MRS Amendment Vincent Street Other Regional Road.pdf](#)  
[City of Vincent Submission MRS Amendment 1359-57 Vincent Street.pdf](#)  
[Attachment 2 - City of Vincent - MRS Amendment Vincent Street Other Regional Road.pdf](#)

---

Dear Sir/Madam,

Thank you for the opportunity to provide a submission on MRS Amendment 1359/57. The City strongly supports the proposed amendment and provides the attached submission and additional information for consideration.

If you have any questions, or would like further clarification, please feel free to contact me.

Kind regards,

**Jordan Koroveshi** A/Manager Policy & Place

**City of Vincent**



T (08) 9273 6546 | E [Jordan.Koroveshi@vincent.wa.gov.au](mailto:Jordan.Koroveshi@vincent.wa.gov.au)

**Engaging | Accountable | Making a Difference**

The City of Vincent acknowledges the traditional lands of the Whadjuk Noongar people.

We pay our respect to their Elders, past, present and emerging and we recognise their strength and resilience.

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Enquiries to: Madison Rea (9273 6556)  
Strategic Planning Officer

Our ref: SC2113



**CITY OF VINCENT**

8 November 2019

Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
**Perth WA 6001**

Dear Sir/Madam

**Metropolitan Region Scheme Amendment 1359/57 – Vincent Street, Leederville (Other Regional Roads Rationalisation)**

Thank you for the opportunity to comment on the subject amendment. The City of Vincent (the City) would like to provide the following submission in support of the proposed Metropolitan Region Scheme (MRS) Amendment 1359/57.

A recent development application for 742 Vincent Street, Leederville has prompted the City of Vincent to request a review of the above portion of land along Vincent Street that is reserved for Other Regional Road under the MRS. The Department of Planning Lands and Heritage (DPLH) also met with the City in December 2018 to ascertain the reason for the ORR reserve and whether the City has any future plans for that section of road.

The City investigated the subject section as well as the remainder of Vincent Street, Leederville in the context of the existing town planning framework, including the proposed Integrated Transport Plan.

Vincent Street between the Mitchell Freeway and Bulwer Street is classified as an ORR under the MRS. Between Oxford Street and Loftus Street, the width of the ORR reservation is greater than the current cross-section of Vincent Street. This road widening area impacts on a number of existing buildings, including the heritage listed buildings that sit on the corner of Oxford and Vincent Streets and No. 246 Vincent Street – currently occupied by the Department of Local Government, Sport and Cultural Industries Building.

The City has considered that the ORR reserve is not necessary over the portion of Vincent Street from No. 150 Oxford Street to No. 259 Vincent Street for the following reasons:

1. The current road layout is sufficiently wide and flexible enough to adapt to future planning requirements. The road is approximately 20 metres wide and the general cross section of the road includes two 3.0 metre wide footpaths and four 3.5 metre wide traffic lanes.
2. Currently, Vincent Street abuts two heritage listed properties, which sit on the eastern side of the intersection with Oxford Street, (156 and 150 Oxford Street). Widening Vincent Street in line with the Other Regional Road reservation in the MRS would require the demolition of these heritage listed buildings, which would significantly impact the aesthetic and historic character of the Leederville town Centre at what is the key entry point to the town centre.
3. Any increase to the width of Vincent Street would make it more difficult for pedestrians to cross Vincent Street. This would divide the Leederville Town Centre and reduce pedestrian connectivity to and from Leederville Town Centre and Leederville Oval.
4. The No. 246 Vincent Street building was constructed within the Other Regional Road reservation approximately 15 years ago with the approval of Council and the State Government. This building would be unlikely to be demolished for the purpose of a road widening and Council's approval demonstrates a long-held position not to require further road widening.
5. The existing Other Regional Road reservation is a constraint to new development on affected properties as it requires land to be set aside for the purpose of future road widening. Since the land is unlikely to actually be used for road widening, it is unreasonable to require landowners to set this land aside as a condition of development.

**Administration & Civic Centre**

244 Vincent Street, (Cnr Loftus),  
Leederville, Western Australia 6007

PO Box 82,  
Leederville WA 6002

Tel: (08) 9273 6000  
Fax: (08) 9273 6099

Email: [mail@vincent.wa.gov.au](mailto:mail@vincent.wa.gov.au)  
[www.vincent.wa.gov.au](http://www.vincent.wa.gov.au)

Based on the above information, Council, at its meeting of 5 February, resolved as follows:

*That Council:*

1. *ENDORSES the current road width from No. 150 Oxford Street, Leederville to No. 259 Vincent Street, Leederville to be sufficient for future planning requirements;*
2. *REQUESTS the Western Australian planning Commission to proceed with a Minor Amendment to the Metropolitan Region Scheme, pursuant to s. 57 of the planning and Development Act 2005 to remove the Other Regional Road reservation and zone land Urban; and*
3. *FORWARDS this report and the following reasons as justification for the request:*
  - 3.1 *The existing road is sufficient for future planning requirements;*
  - 3.2 *Buildings to the north and south of Vincent Street are heritage listed and are unlikely to be demolished;*
  - 3.3 *Any increases to the width of Vincent Street would divide the Leederville Town Centre and cause access difficulties for pedestrians;*
  - 3.4 *Any increases to the width of Vincent Street would divide the Leederville town Centre and cause access difficulties for pedestrians;*
  - 3.5 *A building has been constructed within the Other Regional Road reservation and is unlikely to be demolished; and*
  - 3.6 *The existing Other Regional Road reservation is an unnecessary constraint to new development.*

Subsequent to Council's resolution, the City provided additional information to Western Australian Planning Commission (WAPC) as at **Attachment 1 and 2**. The purpose of this information was to further investigate the need for the ORR reserve that applies to Vincent Street between Oxford Street and the boundary of 259 Vincent Street. The investigation demonstrates that the existing reserve width is more than sufficient to accommodate current or future transport needs and that the current width of the road is also sufficient to accommodate any improvements required to pedestrian or cycle movements in the future. A deputation was made to the Western Australian Planning Commission Committee on 24 July 2019 in support of this submission.

The WAPC subsequently initiated minor amendment 1359/57.

The City met with Main Roads on 6 August 2019 and 4 November 2019 to ensure all concerns with traffic movements could be appropriately mitigated. At the later meeting, Main Roads suggested that the following information, in addition to **Attachment 1**, be provided in the City's submission to the WAPC.

1. *Demonstrate the impact that the removal of the Other Regional Road reserve would have on the wider network.*

The Oxford/Vincent Street intersection is currently operating within capacity (LOS C), according to SIDRA modelling for the existing scenario.

Modelling has been undertaken based on the proposed intersection and road geometry configuration which indicates that this intersection will continue to function at an appropriate level of service (LOS D) through to the current planning horizon (based on land use and traffic growth provided by Main Roads WA through ROM24).

Analysis of the effect of redirection provided in **Attachment 1** shows that the proposed changes could increase traffic along Leederville Parade, but that there is the ability for the intersection with Loftus Street to accommodate this traffic with only minor signal changes.

2. *Demonstrate the impact that the removal of the Other Regional Road reserve would have on the linked intersections.*

Redistribution of regional and local traffic to Leederville Parade need not have any adverse impact on the linked intersections to the west of Oxford Street. In fact, the increase in through traffic from the



freeway to Loftus Street via Leederville Parade will ultimately reduce the demand for travel along Vincent Street and reduce the potential for adverse impacts.

3. *Provide an explanation of the workings/method of data which has been provided in **Attachment 1**.*

Cardno were engaged by the City to build a meso-scope AIMSUN model of the City of Vincent network, including roads of Local Distributor classification and above (link density was increased within Activity Centres as appropriate).

This network was calibrated against historic link count data, SCATS information and a series of intersection turning counts.

ROM24 data was obtained from Main Roads WA for the 2016 and 2031 horizon years. From this information, anticipated percentage growth was extracted for the associated sub-area matrix.

The ROM zones were correlated to the zones of the AIMSUN model and the ROM24 growth rates applied to determine an OD matrix for the existing and future models.

The LOS values were obtained for all key intersections by creating subpaths for all movements, thus obtaining delay times for all movements at an intersection.

Where LOS values exceeded a potential failure threshold, these intersections were further assessed using SIDRA analysis, to identify if any small changes could be used to mitigate poor performance. Keeping Vincent Street at its current width is the most suitable option for maximising place, pedestrian and cyclist outcomes for the Leederville Town Centre, while not having any negative impact on traffic movement.

Any widening of the current road would require the demolition of two landmark Heritage listed buildings on the prominent Oxford/Vincent Street corner. The City would strongly oppose the removal of these buildings. Widening would also require removal of large mature street trees located along the pedestrian footpaths and would increase the crossing distance for pedestrians. The City is not supportive of removing street trees or increasing crossing distances. The streetscape character and high level of walkability created by the existing heritage buildings, street trees and reduced road width, which is iconic in the Leederville Town Centre, far outweighs any benefit that would be delivered by widening of the current road to provide a central median and/or wider footpaths.

The City requests that the amendment to the MRS for land which is transferring from 'Other Regional Road' to 'Urban' concurrently amends the City's Local Planning Scheme No. 2 to apply a Regional Centre zone adjacent to the land currently zoned Regional Centre.

For the land subject of the MRS amendment which adjoins the land reserved 'Public Purposes: Primary School/High School' and 'Public Purposes: Civic Uses' in the City's Local Planning Scheme No. 2, the City requests that a concurrent Local Planning Scheme No. 2 amendment be undertaken to reserve that portion of land in accordance with the adjoining existing reserves.

In conclusion, the City supports the proposed MRS amendment as it believes that the existing Other Regional Road reserve between Oxford Street and 259 Vincent Street is not required to accommodate current or future growth in vehicle movements in or around the Leederville Town Centre.

Please feel free to contact me or Madison Rea on 9273 6000 or at [madison.rea@vincent.wa.gov.au](mailto:madison.rea@vincent.wa.gov.au) if you have any questions.

Yours sincerely,



Jordan Koroveshi  
**A/Manager Policy & Place**



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3	Reasons for request .....	5

## 1 Purpose

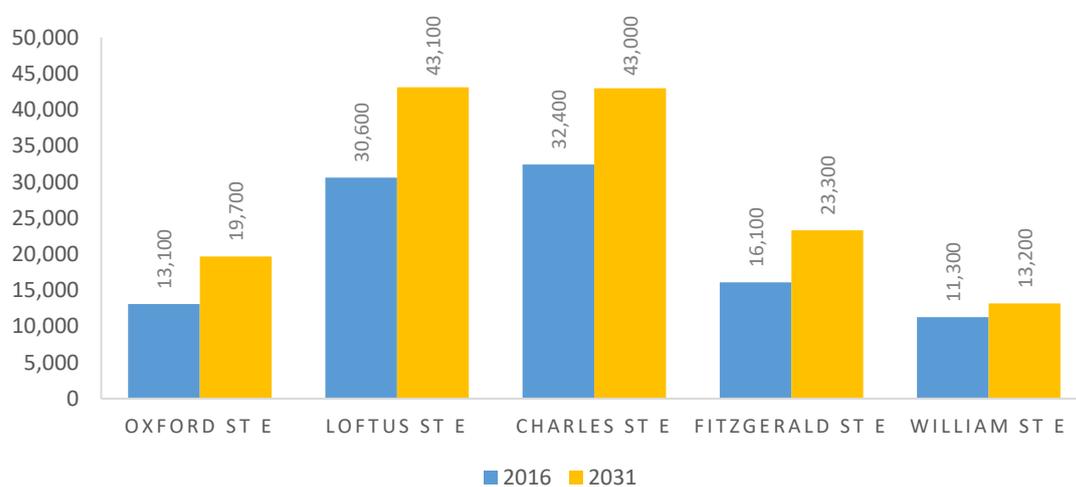
The purpose of this report is to analyse the need for the Metropolitan Region Scheme (MRS) Other Regional Road reserve that applies to Vincent Street between Oxford Street and the boundary of 244A Vincent Street. The report demonstrates that the existing reserve width is not required to accommodate current or future transport needs and that the current width of the road is sufficient to accommodate any improvements required to pedestrian or cycle movements in the future.

## 2 Network analysis

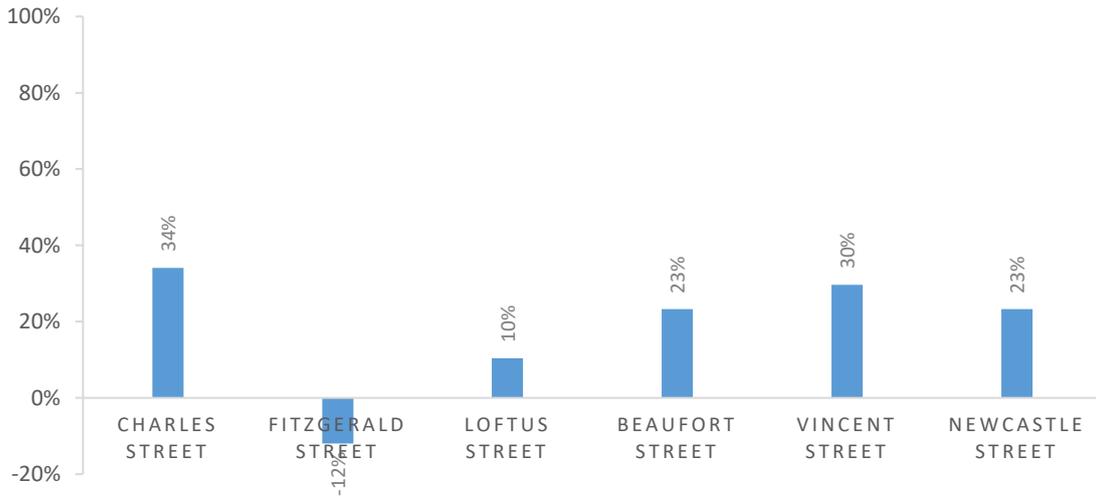
According to ROM data, traffic demand along Vincent Street is projected to increase by as much as 50% by 2031 east of the Oxford Street intersection. Vincent Street itself is projected to increase 30% on average, compared with Loftus Street, which is projected to increase by 10% over the same period.

Below is a summary of data on the projected traffic environment:

Vincent Street					
Year	Oxford St E	Loftus St E	Charles St E	Fitzgerald St E	William St E
2016	13,100	30,600	32,400	16,100	11,300
2031	19,700	43,100	43,000	23,300	13,200
Growth	50%	41%	33%	45%	17%

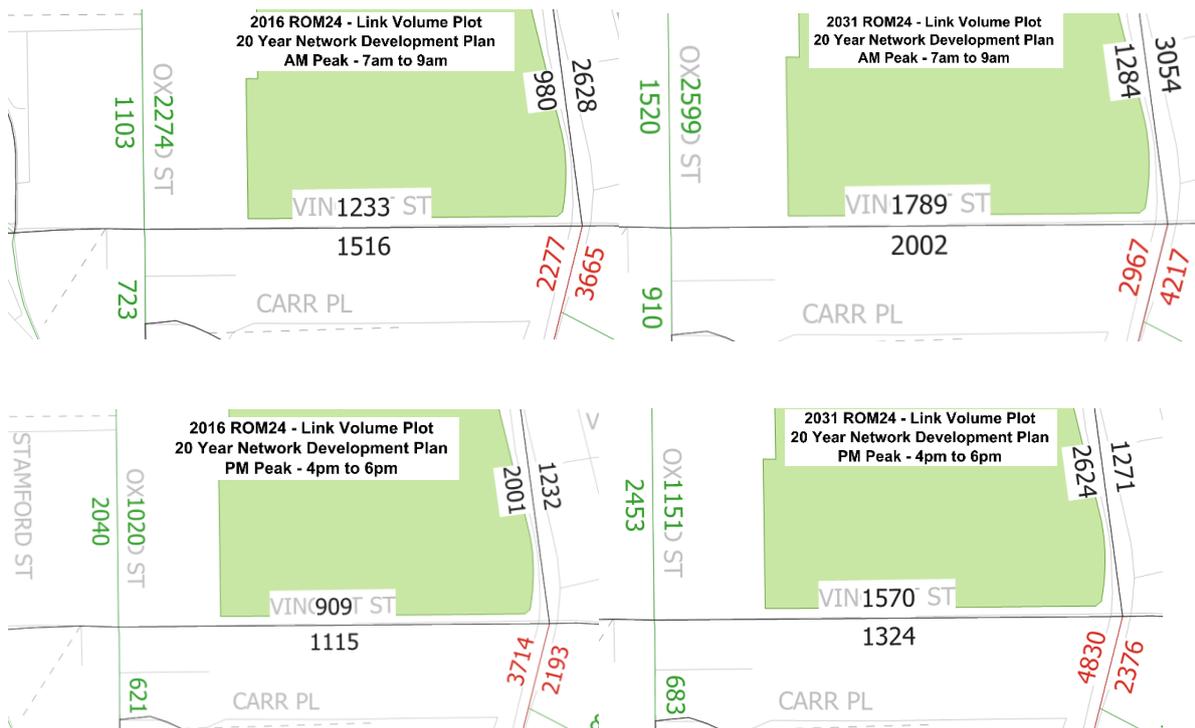


### ROM GROWTH 2019-2031



However, the nature of the strategic ROM24 model results in significant discrepancies which are revealed by comparison to present-day peak hour volumes. The City of Vincent conducted network surveys in 2019 which showed significantly less volume than projected in the 2016 model.

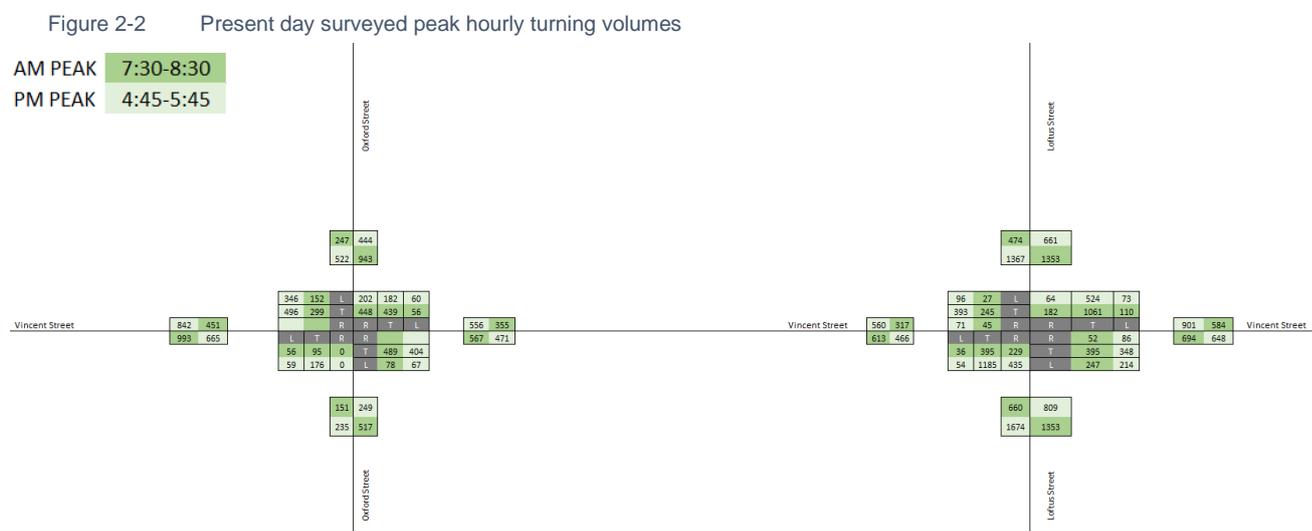
Figure 2-1 ROM data – Oxford/Vincent (2-hourly peak)



Leederville AM Peak ROM values			
Street Name	2019 Observed	2016 ROM	2031 ROM
Oxford St N	1,190	1,689	2,060
Vincent St E	922	1,375	1,896
Loftus St N	1,827	1,804	2,169

In particular, the ROM 2016 one-hour AM peak volumes along Oxford Street (north of Vincent Street 1,689vph) and Vincent Street (east of Oxford Street 1,375vph) are much higher than the observed volumes in these locations (1,190vph and 922vph, respectively). Present day volumes are in fact 30% lower than the 2016 ROM24 projections.

Other comparisons in the vicinity, including along Loftus Street south of Vincent Street, show that the ROM model outputs for 2016 are consistently higher than those experienced in the present day, even without the variability of future development and mode shift. ROM24 ultimate growth percentages in this area also neglect the non-linear impact of traffic growth on the function of the network, with demand exceeding capacity at key locations. Given the effect of this on driver behaviour including mode shift, traffic redistribution and peak spreading, the ultimate traffic projections for 2031 do not sufficiently consider all factors.



Based on intersection turn counts and SIDRA assessment, there appears to be capacity within the multi-modal network to accommodate local and regional growth via a combination of mitigation measures not requiring intersection expansion.

These include:

- Road capacity constraints which maintain a level of congestion that limits traffic growth;
- Parking supply management through parking caps or reduced parking requirements, across all land uses and trip types (employees, visitors and residents);
- Demand management through parking pricing;
- Modal shift:
  - pedestrian and cycling improvements to induce mode shift;
  - upgrades to the public transport service, increasing capacity and frequency;
  - congestion pricing, reducing the incentive for peak period trips;
  - land use management, increasing access by situating commuters closer to their destination (mixed use development) or public transport provision (transit-oriented development); and
  - road infrastructure measures including speed limit reductions and traffic calming, directly impacting the intrinsic advantages of driving over alternative modes.

## 2.1 Alternative

In this instance, there are opportunities to better support traffic movements in the area through the use of Leederville Parade, which skirts the outside of the Leederville Town Centre, rather than by relying on Vincent Street which bisects the Leederville Town Centre.

Traffic travelling to and from the Mitchell, Kwinana and Graham Farmer freeways into and out of the Leederville Town Centre and surrounding area can comfortably be accommodated by Leederville Parade or Loftus Street, which avoids the subject section of Vincent Street that bisects the Town Centre, while also providing the fastest route for vehicle movements.

The left turn from Vincent onto Oxford Street North and the right turn from Oxford Street North onto Vincent Street needs to be maintained due to the lack of connection options to Scarborough Beach Road and the Mount Hawthorn Town Centre from the Mitchell Freeway. The portion of Other Regional Road reserve the subject of this report does not impact on this turning movement.

The left turn off Vincent Street onto Loftus is currently running at a level of service (LoS) of C, with capacity existing if traffic was to be diverted from the left turn off Vincent Street onto Oxford Street north.

The Loftus Street approach to Leederville Parade is operating close to capacity, but there is still capacity from Leederville Parade northbound due to the heavy influence of Graham Farmer Freeway. As such diverting cars down this corridor is a viable option for northbound traffic (the majority of southbound trips from the Mitchell Freeway already use this route).

There exists space in the Primary Regional Road reserve for duplication of Leederville Parade as the current Leederville Parade Road, which sits in the Primary Regional Road Reserve, is quite wide (10m in places). For a 4-lane road ideally a minimum width of 13m is required. Current (one-way) mid-block volumes are approximately 600 vehicles per hour, with a capacity of approximately 900 vehicles per hour along Leederville Parade. Duplication of the roadway is not immediately required, and may not be necessary in any case (beyond formalisation of car parking access) due to reduced demand effects. Therefore, the focus is to be placed on intersection lane allocation and layout with Loftus Street.

One of our fundamental tenets is that road capacity should be maintained at existing levels or less. International examples show that removing or reducing traffic capacity will result in traffic 'evaporating', transferred to other modes; so long as alternatives exist.

## 3 Reasons for request

---

### 3.1 The current road layout is sufficiently wide and flexible enough to adapt to future planning requirements. The road is approximately 20 metres wide and the general cross section of the road includes two 3.0 metre wide footpaths and four 3.5 metre wide traffic lanes.

Use of the existing Vincent Street road width is the most suitable option for maximising place, pedestrian and cyclist outcomes for the Leederville Town Centre.

The current road layout can be adapted to provide safe movements for pedestrians and cyclists. Any increase in vehicle movement efficiency would require an increase to the current road width which

would result in the removal of heritage listed buildings and mature trees within the current Other Regional Road reserve.

The following design exercise has been completed for the mid-block cross-section of Vincent Street, to investigate opportunities to improve pedestrian and cycling along and across this corridor. The current form of Vincent Street in this area allows for kerbside parking in both directions, which could ultimately be accommodated in off-street parking in adjacent developments.

Repurposing this road space would allow for a range of potential improvements, as described in the images below:

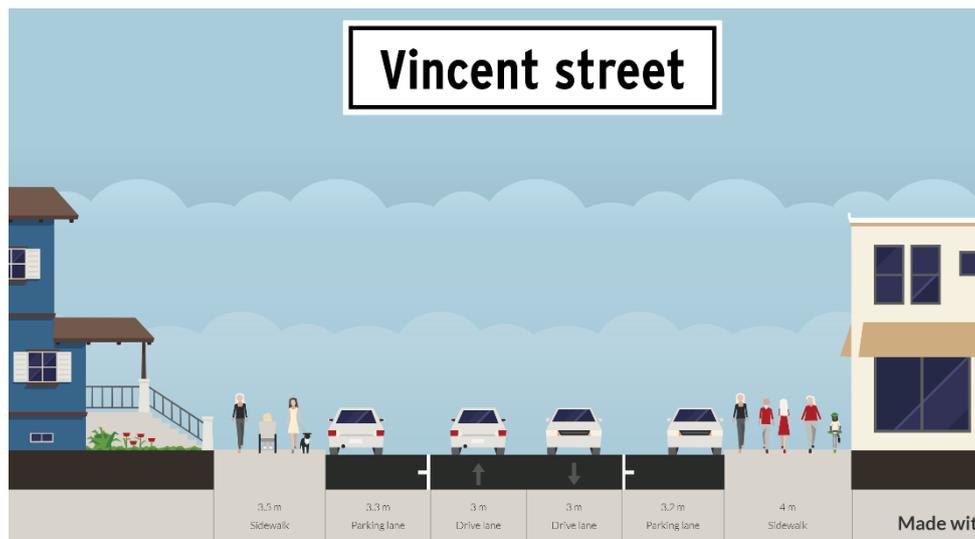
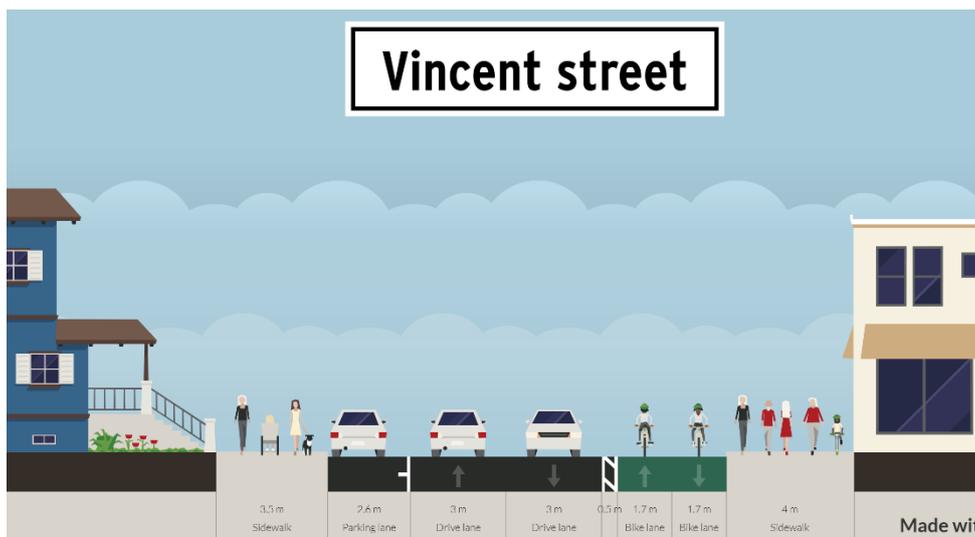
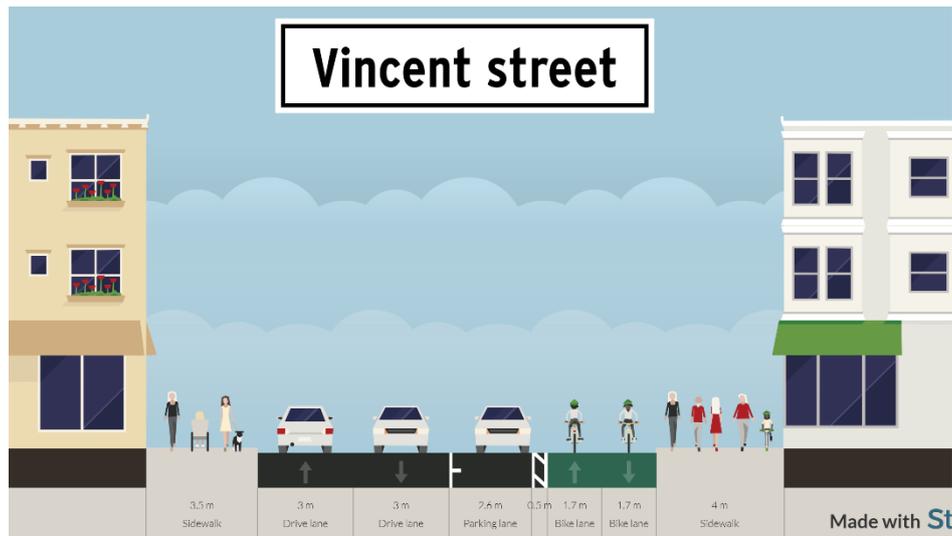


Figure 1 - Existing road layout

- The existing road layout is 20 metres in width accommodating four lanes for vehicle movements



Option One



Option Two

- Option One and Two retain parking along one side of Vincent Street, with a buffered bi-directional bike lane along the southern kerb. Note that the buffer can be widened at the expense of some cycling width in locations where staged pedestrian crossing is likely. While shown as a painted buffer, the geometry shown could be reinterpreted as a raised kerb (allowing for appropriate drainage) to create more substantial separation from parked cars or traffic.



Option Three

- Option 3 eschews parking entirely, reallocating that space for a central median to allow for staged pedestrian crossing. Shown in this Option is the same bi-directional bike lane, but because parking is no longer included, there could be options for separated kerbside bike lanes on either side; either at road level or at path level.

All of these options would retain the existing heritage buildings that abut the current road and the existing street trees.

These options also recognise that Vincent Street not only forms part of the Leederville Town Centre, with high pedestrian and amenity needs at its western extent, but is also a vital east-west link for cyclists.

A redistribution of through traffic and destination trips to the periphery of the Leederville Centre would provide significantly greater benefit to pedestrians and cyclists than a Vincent Street solution that supported increasing traffic volumes, but with a wider median.

3.2 Currently, Vincent Street abuts two heritage listed properties, which sit on the eastern side of the intersection with Oxford Street, (156 Oxford Street and 150 Oxford Street). Widening Vincent Street in line with the Other Regional Road reservation in the MRS would require the demolition of these heritage listed buildings, which would significantly impact the aesthetic and historic character of the Leederville Town Centre at what is the key entry point to the Town Centre.

Statement of Significance 150-154 Oxford Street:

The commercial premises at No. 150-154 Oxford Street are a substantial commercial/residential building in the Federation Italianate style that demonstrates an inner urban form of residential activity no longer practiced. It is a landmark on the prominent Oxford/Vincent Street corner and contributes to the streetscape character of the town centre.

<http://inherit.stateheritage.wa.gov.au/Public/Inventory/Details/73dfc2f0-b382-4318-b000-0af51a528857> (accessed 3/7/19).

Statement of Significance 156 Oxford Street:

Leederville Post Office (former) is important as one of four remaining (5 originally) post offices of similar design, from this period. Its corner location makes it a significant element in the streetscape of the town centre. It was significant for its post office activity which generated considerable activity and was the hub of written communications for much of its time of operation.

<http://inherit.stateheritage.wa.gov.au/Public/Inventory/Details/81a50425-d15c-4796-98e0-65736ee3193b> (accessed 3/7/19).

The City's Heritage Policy No. 7.6.1 – Development Guidelines for Heritage and Adjacent Properties includes Acceptable Development criteria for development which does not alter the original the facade. The City's policy requires the façade to be maintained on both sites, the façades sit within the current Other Regional Road Reserve.

3.3 Any increase to the width of Vincent Street would make it more difficult for pedestrians to cross Vincent Street. This would divide the Leederville Town Centre and reduce pedestrian connectivity to and from Leederville Town Centre and Leederville Oval.

The Vincent Town Centre Place Plan places a high level of importance on creating a more walkable environment and encouraging greater use of public transport. The focus of movement within the town centres is about creating an environment that encourages walking, cycling and public transport as viable alternatives to driving a car. Instead of focusing on reducing vehicle congestion, attention

should be given to promoting alternative travel methods and the improvement of non-car related infrastructure.

The portion of Vincent Street where the Other Regional Road reserve is currently located includes a high number of significant trees and vegetation. The acquisition of the road reserve has the potential to result in the removal of an asset which hold a high level of value and significance to the City. As per the City's *Greening Plan 2018-2023*, a lack of tree canopy in built up urban centres creates a heat island effect resulting in temperatures at ground level that are significantly hotter than nearby 'leafy areas'. The trees currently located in the reserve are mature trees providing a high level of relief to the area. These trees would take decades to replace and their removal would have a detrimental impact on the walkability of the Town Centre during this time.

Any widening of the current road would also result in the demolition of two landmark Heritage listed buildings on the prominent Oxford/Vincent Street corner. The streetscape character and high level of walkability created by the existing heritage buildings, street trees and reduced road width far outweigh any benefit that would be delivered by widening of the current road to provide a central median and/or wider footpaths.

The Other Regional Road reserve located on the southern portion of Vincent Street only affects a small number of the lots and is mostly contained within the existing road reserve, as such disrupting what is currently a continuous streetscape. New buildings that are setback from the street boundary could adversely affect the vibrancy and activity required to support a well-functioning area.

Walkable streets support business and activity in Leederville, which is dependent on face-to-face interaction and the sharing of knowledge and ideas. Streets that enable convenient, comfortable, enjoyable and safe walking, cycling and public transport have healthier populations and more sustainable environments. Streets designed for people bring life to the City.

3.4 The No. 246 Vincent Street building was constructed within the Other Regional Road reservation approximately 15 years ago with the approval of the Council. This building would be unlikely to be demolished for the purpose of a road widening and Council's approval demonstrates a long-held position not to require further road widening.

The Department of Sports and Recreation Building was granted development approval from the Western Australian Planning Commission's Statutory Planning Committee on 2 October 2003. The approved plans show the front section of the building, incorporating the pedestrian ramps, entry and roof structure in the Other Regional Road reserve.

3.5 The existing Other Regional Road reservation is a constraint to new development on properties, as it requires land to be set aside for the purpose of future road widening. Since the land is unlikely to be used for road widening, it is improper to require landowners to set this land aside as a condition of development.

The existing Other Regional Road reserve width is surplus to requirements. This excess reserve width is currently resulting in developments being setback away from the road, resulting in reduced activation along this section of Vincent Street and a lack of pedestrian awning. This section of Vincent Street falls within the Leederville Town Centre and the resulting built form outcomes would be contrary to the City's local planning policies for Town Centres.

**Comment**

The existing Other Regional Road reserve between Oxford Street and 244A Vincent Street, is not required to accommodate current or future growth in vehicle movements in or around the Leederville Town Centre. This growth is most appropriately accommodated by Leederville Parade and Loftus Street, which skirt the Leederville Town Centre.

Use of the existing Vincent Street road width is the most suitable option for maximising place, pedestrian and cyclist outcomes for the Leederville Town Centre. Any widening of the current road would result in the demolition of two landmark Heritage listed buildings on the prominent Oxford/Vincent Street corner, removal of the large mature street trees located along the pedestrian footpaths and would increase the crossing distance for pedestrians. The streetscape character and high level of walkability created by the existing heritage buildings, street trees and reduced road width far outweigh any benefit that would be delivered by widening of the current road to provide a central median and/or wider footpaths.

**Attachment 2 – Additional Information MRS Minor amendment 1359/57 - LEEDERVILLE  
MASTERPLAN Integrated Transport Study**

As part of the preparation of the Leederville Master Plan, an integrated transport study was undertaken in conjunction with the Department of Planning and Infrastructure. Whilst this relates to the subject area as a whole, particular focus was placed on the Oxford Street and Vincent Street intersection.

The report as a whole can be found at <https://www.vincent.wa.gov.au/documents/leederville-masterplan-integrated-transport-study>. Below are excerpts of the Leederville Master Plan: Integrated Transport Study which relate specifically to the intersection in question and the portion of Vincent Street which holds the Other Regional road Reserve.

Section	Comment
4.2.2 Changes to the private transport network	<p data-bbox="552 725 1390 1099">During the consultation process, DPI expressed interest in MRWA consolidating the freeway on/off ramps in order to release more land within a walkable catchment of the Leederville train Station. This land has the potential to be developed for higher residential densities and mixed use developments. As outlined in the WAPC Development Control Policy 1.6, the location of this type of development near a train station has the potential to reduce car dependence, to increase accessibility for those without access to private cars, to reduce congestion on the road network and the demand for new road space, and to reduce fuel consumption and air pollution.</p> <p data-bbox="552 1149 1350 1216">At the time of this study, MRWA did not have any existing plans to alter the roads under their control.</p>
4.2.3 Limits to growth of private transport	<p data-bbox="552 1270 1318 1337">Within the study area, potential growth to the private transport network is limited.</p> <p data-bbox="552 1386 1378 1498">The road reserves generally are not considered wide enough to introduce additional lanes whilst retaining other important transport networks (footpaths and/or cycle lanes).</p> <p data-bbox="552 1547 1378 1794">In some instances, key roads identified allow for on-street parking. Whilst removing the parking would increase the road capacity, this measure is not recommended in the context of development envisaged under the Masterplan. The creation of a pedestrian friendly environment is an objective of the plan, which would include roads with lower vehicle travel speeds. The on-street parking acts as a traffic calming measure.</p> <p data-bbox="552 1843 1366 2029">Key intersections within the study area are operating close to, or at, capacity. The simplest way improve capacity at intersections is generally to provide additional through or turning lanes. However within the study area this practice may not be achievable due to the presence of heritage buildings fronting roads. Many of the lots</p>

**Attachment 2 – Additional Information MRS Minor amendment 1359/57**

adjacent to the intersections in West Leederville do not have truncations, limiting any changes to layouts.

Particular reference is given to the Vincent Street/Oxford Street intersection. Whilst a key node in the network for those accessing (or departing from) the freeway in an easterly direction, this intersection is near capacity and is bounded on most corners by historic buildings. Additional lanes, whilst the traditional approach for capacity increase, cannot be accommodated.



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19 November 2019

The Secretary  
Western Australian Planning Commission  
Locked Bag 2506  
PERTH WA 6001

Email: [referrals@dplh.wa.gov.au](mailto:referrals@dplh.wa.gov.au) (via email)

Dear Sir

**RE: METROPOLITAN REGION SCHEME PROPOSED AMENDMENT 1359/57 VINCENT STREET, LEEDERVILLE - OTHER REGIONAL ROADS RATIONALISATION**

Main Roads has reviewed the information received 12 September 2019 and further information provided by the City on 25 October 2019. Main Roads provides the following comments;

- The existing reservation is classified as an "Other Regional Road Reservation". Accordingly, the planning responsibility lies with the Department Planning Lands and Heritage.
- Main Roads does not have copy of the concept for this section of Vincent Street.
- Main Roads understands the existing "Other Regional Road Reservation" accommodates the long term future transport needs for this inner city precinct. Perth to Peel @ 3.5 million seeks to substantially increase density in this locality via infill development.
- The existing reservation provides the opportunity to improve connectivity within the Leederville Town Centre. The existing reservation width provides the opportunity to improve pedestrian movements. Such improvements may include:
  1. pedestrian refuges,
  2. accommodate critical services and infrastructure,
  3. widening of verges, and
  4. median.
- Comments regarding the additional traffic information provided to date:
  - The assessment focuses on the Vincent St and Oxford St intersection in isolation. The Loftus St, Leederville Pde and Southport St intersections need review to determine the impact on the wider road network.
  - The City proposes to repurposed 'parking lanes' as a two-way bike lane facility, however these parking lanes are clearways during the AM & PM peak periods and carry a reasonable level of traffic along Vincent St. The reduction to a single lane each direction on Vincent St would significantly impact the operation of Vincent St and the adjacent freeway interchange.



- Vincent St is a Distributor A road and is connected to Mitchell Fwy, it must be able to maintain an acceptable level of services to vehicles, as well as cyclists and pedestrians.
- A number of alternative cross sections for Vincent Street are suggested all include reducing Vincent to one traffic lane in each direction. These would not be supported without significant traffic modelling and assessment.

It is understood that the proposed deletion of the "Other Regional Road Reservation" on the northern side of Vincent Street is likely to be removed from this MRS amendment by Department Planning Lands and Heritage. Main Roads supports this approach.

Main Roads requests a copy of the Commission's final determination on this proposal to be sent to [planninginfo@mainroads.wa.gov.au](mailto:planninginfo@mainroads.wa.gov.au) quoting the above file reference.

Yours faithfully

Lindsay Broadhurst

**Director Statutory Road Planning and Development**