Town of Cambridge

West Leederville Precinct Structure Plan – Part 1

February 2026

ENDORSEMENT

This Structure Plan is prepared under the provisions of the Town of Cambridge Local Planning Scheme No. 1.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

02 February 2026

Signed for and on behalf of the Western Australian Planning Commission

An officer of the Commission duly authorised by the Commission pursuant to section 24 of the *Planning and Development Act 2005* for that purpose, in the presence of:

Anne Woodin

Witness

Date: 03 February 2026

Date of Expiry: 03 February 2036

TABLE OF AMENDMENTS

Amendment No.	Summary of Amendment	Amendment Type	Date approved by Town of Cambridge	Date of endorsement by WAPC

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EXECUTIVE SUMMARY

The West Leederville Precinct Structure Plan (WLPSP) has been prepared to coordinate the redevelopment of land within the West Leederville Activity Centre Precinct.

The plan has been drafted in accordance with the relevant provisions of the Town of Cambridge *Local Planning Scheme No. 1*, the Western Australian Planning Commission (WAPC)'s *State Planning Policy 4.2 'Activity Centres State Planning Policy 7.2 Precinct Design Guidelines* and the *Planning and Development (Local Planning Schemes) Regulations 2015.*

The document comprises:

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

Item	Data	WLPSP Reference
Total Area of the Structure Plan	Total WLPSP Area 27.13 Hectares	Part 1, Figure 1.
Area of each land use Residential Mixed Use Leederville Hub	Net Hectares 4.28 12.84 2.62	Part 1, Figure 1 Part 2, 3.2.4.
Estimated number of additional Dwellings	1,955 -2,505 (includes Leederville Hub Precinct)	Part 2, Section 3.8 Appendix 3.
Estimated Residential Site Density	101-119 Dwellings per gross hectare	Part 2, Section 3.8 Appendix 3.
Estimated population	6,038-7,909 (includes Leederville Hub Precinct)	Part 2, Section 3.2.4.
Number of high schools	None (Bob Hawke Secondary College immediately south of precinct)	N/A
No. of Primary School Sites	None (West Leederville Primary School immediately north of precinct)	N/A
Estimated commercial floor space	Approximately 170,154m^2 - 206,478 m^2	Appendix 3
Estimated Open Space Area	1.81 Ha	Part 1 Figure 1.

Table 1: *Summary Table*.

PART 1 IMPLEMENTATION

1 PRECINCT STRUCTURE PLAN

1.1 STRUCTURE PLAN AREA AND OPERATION

1.1.1 The West Leederville Precinct Structure Plan (WLPSP) applies to the area shown in **Figure 1** Structure Plan Map.

1.1.2 This Plan is in effect from the date stated on the cover and for a period of 10 years.

1.2 INTERPRETATION AND SCHEME RELATIONSHIP

1.2.1 The WLPSP has been prepared having regard to:

a) The WAPC's State Planning Policy 4.2 Activity Centres which identifies the subject area as a District Centre and identifies the requirement for the preparation of a Precinct Structure Plan prior to a major development being approved to ensure the development of the activity centre is integrated, cohesive and accessible;

b) The WAPC's State Planning Policy 7.2 Precinct Design;

c) The Town of Cambridge's LPS1 Schedule D (SCA3) which requires the preparation of a Precinct Structure Plan for part or all of the area identified as Special Control Area 3, and requires the preparation of a Local Development Plan (LDP) for the Leederville Hub precinct between Southport Street and Holyrood Street; and

1.2.2 In the event of a conflict between the provisions of this Precinct Structure Plan and those contained within the Local Planning Scheme, the latter shall prevail to the extent of an inconsistency.

2 PURPOSE AND OBJECTIVES

2.1 PURPOSE

2.1.1 The purpose of this Precinct Structure Plan is to provide the matters that decision makers are to have regard to within the West Leederville Activity Centre Area to provide for its intensification in a way that is constant with the Town's Local Planning Strategy and community expectations as expressed through its development controls, while facilitating the necessary mode shift and quality and scale of development that respects and enhances the character and amenity values of the area.

2.2 OBJECTIVE

2.2.1 The objectives of this Precinct Structure Plan are to:

a) Deliver an optimal Transit Oriented Development (TOD) outcome for the centre in response to its excellent access to high frequency public transport;

b) Respond appropriately to residential interface amenity, particularly where new development abuts established suburban residential development to the north and west of the centre and Precinct 2: Kimberley Street to Abbotsford Street;

c) Define appropriate scale and intensity of development to guide redevelopment;

d) Retain the residential function of the area between Kimberley to Abbotsford Streets and support a variety of housing types in this area;

e) Facilitate the creation of a highly activated 'main street' along Cambridge Street between Blencowe Street and Kerr Street/Holyrood Street, creating a strong focal point for local retail services;

f) Facilitate improved connectivity, safety and a high level of amenity within the movement network and broader public realm; and

g) Facilitate the development and enhancement of laneways through ceding, widening and upgrading, to improve connectivity, create functional spaces, and provide vehicle access, thereby reducing street crossovers and enhancing pedestrian-friendly street frontages.

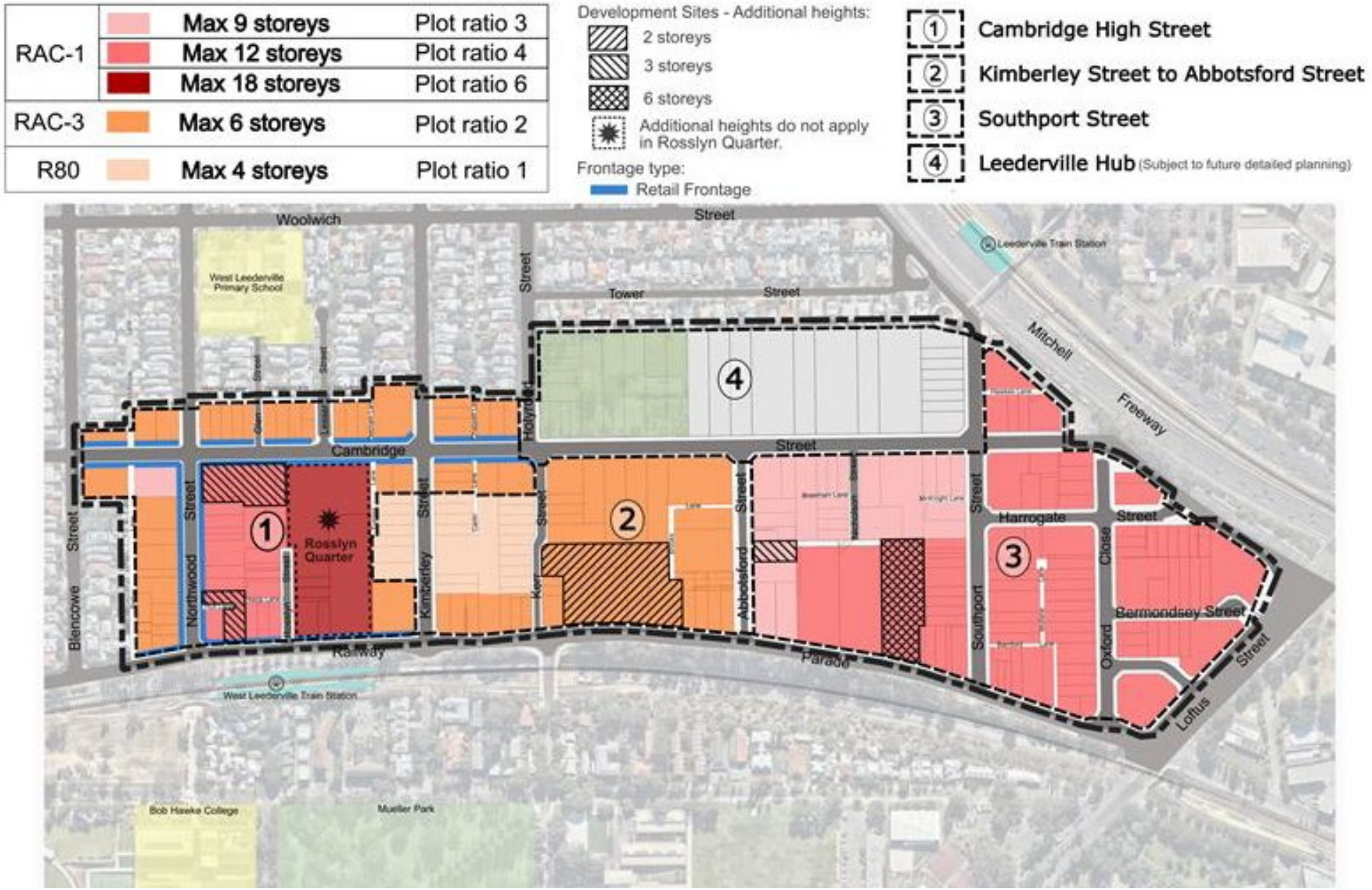

Figure 1 *Structure Plan Map*

3 STAGING

The structure plan will be delivered over time and is reliant on landowners redeveloping to take advantage of the additional development potential afforded by this Plan.

4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

Figure 1 designates the precincts in the Precinct Structure plan area.

4.1.1 ZONES AND PRECINCTS

a) The Precinct Structure Plan has been divided into four discrete land use precincts.

b) Use of land within the Precinct Structure Plan is regulated through the Town of Cambridge Local Planning Scheme.

4.1.2 PRECINCT 1 CAMBRIDGE STREET HIGH STREET – OBJECTIVE:

a) Precinct 1 will be developed as a high quality, highly activated, retail, and commercial 'spine' for the revitalised West Leederville centre immediately abutting the West Leederville Train Station.

b) A high activity area with street-oriented land uses and comfortable pedestrian spaces, will be promoted through:

- Local convenience retailing;
- Restaurants;
- Small bars; and
- Cafes (inclusive of alfresco dining).

c) These uses are to be supported by mixed-use developments containing commercial and residential uses, and medium to high density residential development above the ground floor.

4.1.3 PRECINCT 2 KIMBERLEY STREET TO ABBOTSFORD STREET RESIDENTIAL AREA – OBJECTIVE:

a) The objective of Precinct 2 is to retain the existing residential function and character with sympathetic medium-density residential development and redevelopment.

4.1.4 PRECINCT 3 SOUTHPORT STREET – OBJECTIVE:

a) While Precinct 3 should continue to accommodate demand for inner-city service commercial businesses and distribution warehouses, it is envisaged that demand for offices and more intensively developed commercial property close to the Perth CBD and major transport infrastructure will create the opportunity to revitalise and activate the precinct.

b) The preferred land use outcomes for this precinct include local convenience retailing and mixed-use developments containing commercial and residential uses.

4.1.5 PRECINCT 4 LEEDERVILLE HUB – OBJECTIVE:

a) Further detailed planning for Precinct 4 is required and is to be incorporated as an amendment to the West Leederville Precinct Structure Plan;

b) Facilitate further detailed planning to develop the Leederville Hub as a high-density, mixed-use transit-oriented development area, and to guide development along the northern edge of the area to protect the amenity of existing low-scale development to the north;

c) Facilitate the creation of pedestrian and transit connections through the area, and create a direct and legible pedestrian connection between Cambridge Street and Leederville Train Station; and

d) Connect the Community Node as a focus for the West Leederville Activity Centre through future planning of the Leederville Hub.

4.2 DENSITY AND DEVELOPMENT

Figure 1 designates the R-Codes applicable to subdivision and development in the Structure Plan Area

When considering an application for subdivision, due regard must be given to:

- The intended function of the land and the activities carried out on it;
- The intended character of the area;
- The intended amenity of the area;
- Built form implications of subdivision;
- The established scale and existing grain of development; and
- Implications on vehicle access and servicing.

4.2.1 DENSITY AND R-CODES

a) Except where otherwise specified in this Precinct Structure Plan, the form and scale of new development is to be in accordance with the R-Code specified **Figure 1**.

Development is to be in accordance with the State Planning Codes, specifically, *Residential Design Codes Volume 2 - Apartments* except where they are varied by this Precinct Structure Plan.

b) Permissible building height is shown in storeys in **Figure 1**. Height in metres as per the following table:

2 storeys	9.0 m
Each additional storey	+ 3.0 m

c) Additional building height above the maximum prescribed in **Figure 1** is available in accordance with subsections:

- 4.2.3 Precinct 1 – Cambridge High Street;
- 4.2.4 Precinct 2 – Kimberley Street to Abbotsford Street Residential Area; and
- 4.2.5 Precinct 3 – Southport Street.

4.2.2 DEVELOPMENT PROVISIONS

4.2.2.1 Built Form and Legibility

a) The significance of Retail Streets should be reinforced with continuous developed edges of consistent scale and massing that creates a strong sense of urban enclosure as set out in Figure 3: *Retail Street Interface Guidance*.

b) Passive surveillance of streets and other public spaces is to be provided by frequent upper floor windows, terraces and balconies overlooking the public realm.

c) As redevelopment of the Activity Centre is likely to be carried out over a number of years, consideration should be given to the appropriate treatment of all walls and parapets that will be visible or remain semi-permanently exposed.

d) Redevelopment of large sites must ensure integration into their surrounding and maintain consistency of the desired character.

e) Building mass and orientation is to optimise solar access to properties located to the south of the development.

4.2.2.2 Building Design

a) Building design of residential and mixed-use buildings is to be in accordance with the State Planning Codes, specifically, *Residential Design Codes Volume 2 - Apartments* Parts 2 – Primary Controls, Part 3 - Siting the Development and Part 4 – Designing the Building, except where varied in this Precinct Structure Plan.

4.2.2.3 Building Typologies

a) The WLPSP identifies a range of building typologies in *Figure 2: Indicative Building Typologies* that show how new development can enhance and respect the heritage, character, and amenity of the precinct. The typologies are:

- Attached urban mixed-use building;
- Attached urban apartment building;
- Urban tower and podium building;
- Standalone apartment building; and
- Terraced housing.

4.2.2.4 Residential Apartment Size

a) Developments that contain more than 10 dwellings must provide a minimum of:

- 20% single bedroom dwellings;
- 40% two-bedroom dwellings; and
- 20% three or more-bedroom dwellings.

4.2.2.5 Primary and Secondary Street Setbacks

a) Setbacks to Laneways are to be in accordance with Figures 11 to 15. For all other streets, the minimum street setbacks for primary and secondary streets, side and rear are in accordance with the *Residential Design Codes Volume 2 - Apartments* Table 2.1 Primary controls table as per the R-Code shown on Figure 1

b) On corner sites where building height is limited within a laneway or rear boundary setback area, the lower building height limit must prevail, notwithstanding the maximum podium height identified in the general requirements and as illustrated in the indicative street cross sections in Figures 4 – 10; and

c) On corner sites where two street types intersect, with different maximum building heights, the higher maximum building and podium heights must apply for the first 25m of the frontage to the lesser street.

Figure 2: *Indicative Building Typologies*

4.2.3 PRECINCT 1 – CAMBRIDGE HIGH STREET

4.2.3.1 Building Height

a) The minimum ground floor to ceiling height is 3.5 metres measured from finished ground floor level to finished ceiling level.

b) The minimum building height of a building at its interface with a street or other area of public realm is 2 storeys.

c) The maximum podium level height of any building at its interface with any street or public realm is 5 storeys except along street Type 5 Local Street as defined in Figure *4*: *Street Types, Laneways, and Plazas* where the maximum podium height is 3 storeys.

d) The maximum overall building height of any building in Precinct 1 – Cambridge High Street is set out in Clause 4.2.1 – Density and R-Codes and Figure 1 except as in clause 4.2.3.3 below.

4.2.3.2 Plot Ratio

a) The maximum overall building Plot ratio of any building in Precinct 1 Cambridge High Street is set out in Figure 1**,** except as outlined in clause 4.2.3.3 below.

4.2.3.3 Additional Height and Plot Ratio

a) For land within Precinct 1, but not within the Roslyn Quarter, additional building height of 3 storeys (total 15 storeys) and additional plot ratio of 40% (total 5.6) is available at the discretion of the Town of Cambridge for a development site that cedes a new laneway identified in Figure 4: Street Types, Laneways, and Plazas.

4.2.4 PRECINCT 2 – KIMBERLEY STREET TO ABBOTSFORD STREET RESIDENTIAL AREA

4.2.4.1 Building Design

a) Building design of residential and mixed-use buildings is to be in accordance with the Planning Codes (Residential Design Codes Volume 2 – Apartments) Parts 2 – Primary Controls, Part 3 - Siting the Development and Part 4 – Designing the Building, except where varied in clause 4.2.4.2, clause 4.2.4.3, and clause 4.2.4.4 below.

4.2.4.2 Building Height

a) The maximum overall building height of any building in Precinct 2 Kimberley Street to Abbotsford Street Residential is set out in Figure 1*,* except as outlined in clause 4.2.4.4 below.

4.2.4.3 Plot Ratio

b) The maximum overall building Plot ratio of any building in Precinct 2 Kimberley Street to Abbotsford Street Residential is set out in Figure 1**,** except as outlined in clause 4.2.4.4 below.

4.2.4.4 Additional Height and Plot Ratio

a) Additional plot ratio of 25% and additional building height of 2 storeys is available at the discretion of the Town of Cambridge for a development that cedes a new laneway identified in Figure 4*: Street Types, Laneways, and* Plazas*.*

4.2.5 PRECINCT 3 – SOUTHPORT STREET

4.2.5.1 Building Design

a) Building design of residential and mixed-use buildings is to be in accordance with the Planning Codes (Residential Design Codes Volume 2 – Apartments) Parts 2 – Primary Controls, Part 3 - Siting the Development and Part 4 – Designing the Building, except where varied in clause 4.2.5.2, clause 4.2.5.3, clause 4.2.5.4 and clause 4.2.5.5 below:

4.2.5.2 Building Height

a) The minimum ground floor to ceiling height is 3.5 metres measured from finished ground floor level to finished ceiling level.

b) The minimum building height of a building at its interface with a street or other area of public realm is 2 storeys.

c) The maximum podium level height of any building at its interface with any street or public realm is 5 storeys.

d) The maximum overall building height of any building in Precinct 3 – Southport Street is set out in clause 4.2.1 – Density and R-Codes and Figure 1, except additional building height is available subject to the provisions outlined in clause 4.2.5.4 below.

4.2.5.3 Plot Ratio

a) The maximum overall building Plot ratio of any building in Precinct 3 Southport Street is set out in Figure 1**,** except as outlined in clause 4.2.5.4 below.

4.2.5.4 Additional Height and Plot Ratio

a) Additional building height of 6 storeys and additional plot ratio of 50% is available at the discretion of the Town of Cambridge for a development site that cedes both a new laneway and a new plaza identified *Figure 4: Street Types, Laneways, and Plazas.*

4.2.5.5 Longitudinal Lots

a) Additional plot ratio of 40% (total 4.2) and additional building height of 3 storeys (total 12 storeys) is available at the discretion of the Town of Cambridge for a development on 6 Abbottsford Street that cedes a new laneway identified *on Figure 4: Street Types, Laneways, and Plazas.*

4.2.6 PRECINCT 4 – LEEDERVILLE HUB

a) This Precinct is subject to further detail planning. The preparation of the amendment to this structure plan is to be guided by the following principles:

- The need to ensure an active frontage to Cambridge Street and urban built form interface similar to that of the adjacent Precinct 3;
- The need to transition and step the built form to the northern interface with existing residential lots so that the scale and bulk of built form at the interface is similar to that of the existing residential lots to the north;
- The need to provide high quality, accessible and functional open space and community facilities throughout the precinct, expanding upon and redistributing the existing open space and community facilities within the precinct;
- The need to ensure suitable vehicle, pedestrian and cyclist access throughout the precinct to facilitate ease of access to the Leederville Station, open space, community facilities and throughout the precinct generally; and
- The conservation of the Town's heritage listed places.

b) The minimum floor to ceiling height for development at the ground floor of a site is 3.5m.

4.3 STREET TYPES

4.3.1 RETAIL STREET REQUIREMENTS (PRECINCT 1)

4.3.1.1 The following provisions apply to streets identified as a major or minor Retail Street in *Figure 4: Street Types, Laneways, and Plazas*.

a) Dwellings and on-site vehicle parking are not permitted at ground level adjacent to a Retail Street unless sleaved behind active uses.

b) Land uses at ground level adjacent to a Retail Street must contribute to generating interest and activity within the adjacent public realm.

c) Developments must provide multiple ground level tenancies and be designed to maintain a fine grain pattern of development, limiting wide building frontages with a single use or tenancy. All ground floor tenancies must obtain their main public pedestrian entry directly from and level with the Retail Street interface.

d) Development must be designed to reinforce the significance of the Retail Street with a high standard of details, materials and finishes and a high level of visual engagement between the street and indoor activity.

e) Any area where the building is setback from the front lot boundary must be designed and treated as part of the adjacent pedestrian domain.

f) No vehicle access, blank walls and/or service areas are to be located on Retail Street frontages if alternative locations are available. If vehicle access is necessary from the Retail Street frontage, vehicle entrance points, on-site vehicle parking areas and service areas are to be integrated into the overall building design and must minimise visual impacts when viewed from the public realm. Vehicle crossovers are to be minimised, consolidated and shared where possible.

g) Weather protection along footpaths for pedestrians must be provided in the form of awnings and satisfy all of the following:

- The weather protection is to be continuous along all Retail Street frontages;
- The weather protection must be integrated with the building design, appropriately scaled and design to reinforce the importance of the Retail Streets while still providing shelter and a sense of enclosure for pedestrians;
- The weather protection must be permanently fixed and must be constructed of materials that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);
- The weather protection must project a minimum horizontal depth of 2.4m over the adjacent footpath; and
- Awnings must have a consistent clear height from footpath level of between 3m and 3.5m.

h) Building facades must be generally in accordance with Figure 3: Retail Street Interface Guidance to encourage multiple uses, openings, variety and forms that attract more activity and encourage social interaction and an increased level of natural surveillance.

4.3.2 OTHER STREET INTERFACE REQUIREMENTS (ALL PRECINCTS)

4.3.2.1 The following provisions apply to all other streets within the Precinct Structure Plan area.

a) Ground level frontages in Mixed Use zones may incorporate a mix of land uses and must incorporate design measures and passive surveillance to contribute to an interesting, safe and diverse public realm.

b) Retail and commercial floorspace must provide major pedestrian entries directly from and level with the street.

c) Weather protection along footpaths adjoining retail/commercial/entertainment uses must be provided in the form of awnings and satisfy all of the following:

i. The weather protection must be integrated with the building design;

ii. The weather protection must be permanently fixed and must be constructed of materials that provide sun and rain protection (i.e. a high degree of sun shading and water impenetrability);

iii. The weather protection must project a minimum horizontal depth of 2.4m over the adjacent footpath; and

iv. Awnings must have a consistent clear height from footpath level of between 3m and 3.5m.

d) Variation to the above weather protection requirements may be supported where:

i. The installation of weather protection would be incompatible with the heritage significance of the existing building; or

ii. Necessary to ensure appropriate clearances from street infrastructure or trees; or

iii. The installation of weather protection would present significant practical difficulties in terms of vehicle accessibility and there is no satisfactory alternative design solution available.

e) Vehicle entrance points, on-site vehicle parking areas and service areas are to be integrated into the overall building design and must minimise visual impacts when viewed from the public realm. Vehicle crossovers are to be minimised, consolidated and shared where possible. On-site vehicle parking is not permitted at ground level adjacent to the street interface.

f) Where residential uses are located at ground level, the design should achieve a clear distinction between the private place and public space, whilst still allowing for passive surveillance and interaction with the street.

g) Front fencing within Precinct 2 to include visually permeable materials above 0.75m and the height of the solid walls or fence in the street does not exceed 1.2m from natural ground level, measured from the level on the street side.

Figure 3: *Retail Street Interface Guidance*

4.4 STREET SETBACKS

4.4.1 Setbacks to adjacent streets must be in accordance with the setbacks annotated on the indicative street cross sections in Figures 5–10 for street types identified on Figure 4*: Street Types, Laneways, and Plazas* to the satisfaction of the Town Cambridge.

4.4.2 Where a landscape street setback is indicated, the setback area must be a deep soil area to optimise the selection and he long-term health of planting.

4.4.3 For Street Type 1: Major Retail Street (Cambridge Street west) Figure 5: Street Type 1 – Major Retail Street (Cambridge Street West) the ground floor must be set back a minimum of 3m to enable a generous pedestrian zone and landscaping within the verge. The floors above may be constructed to the street boundary to form a colonnade at ground floor.

4.4.4 For all street types, other than Street Type 5: Local Residential Street, all floors above the first five levels must be set back by an additional 3m from the floors below (referred herein as the podium).

4.4.5 For Street Type 5: Local Residential Street, all floors above the first three levels must be set back by an additional 3m from the floors below (referred herein as the podium).

4.5 PUBLIC REALM LANDSCAPING

4.5.1 Public realm landscaping and other street infrastructure works are to be designed and constructed at the applicants cost in general accordance with Figures 4 – 9 that depict the intended street configurations, to the satisfaction of the Town Cambridge.

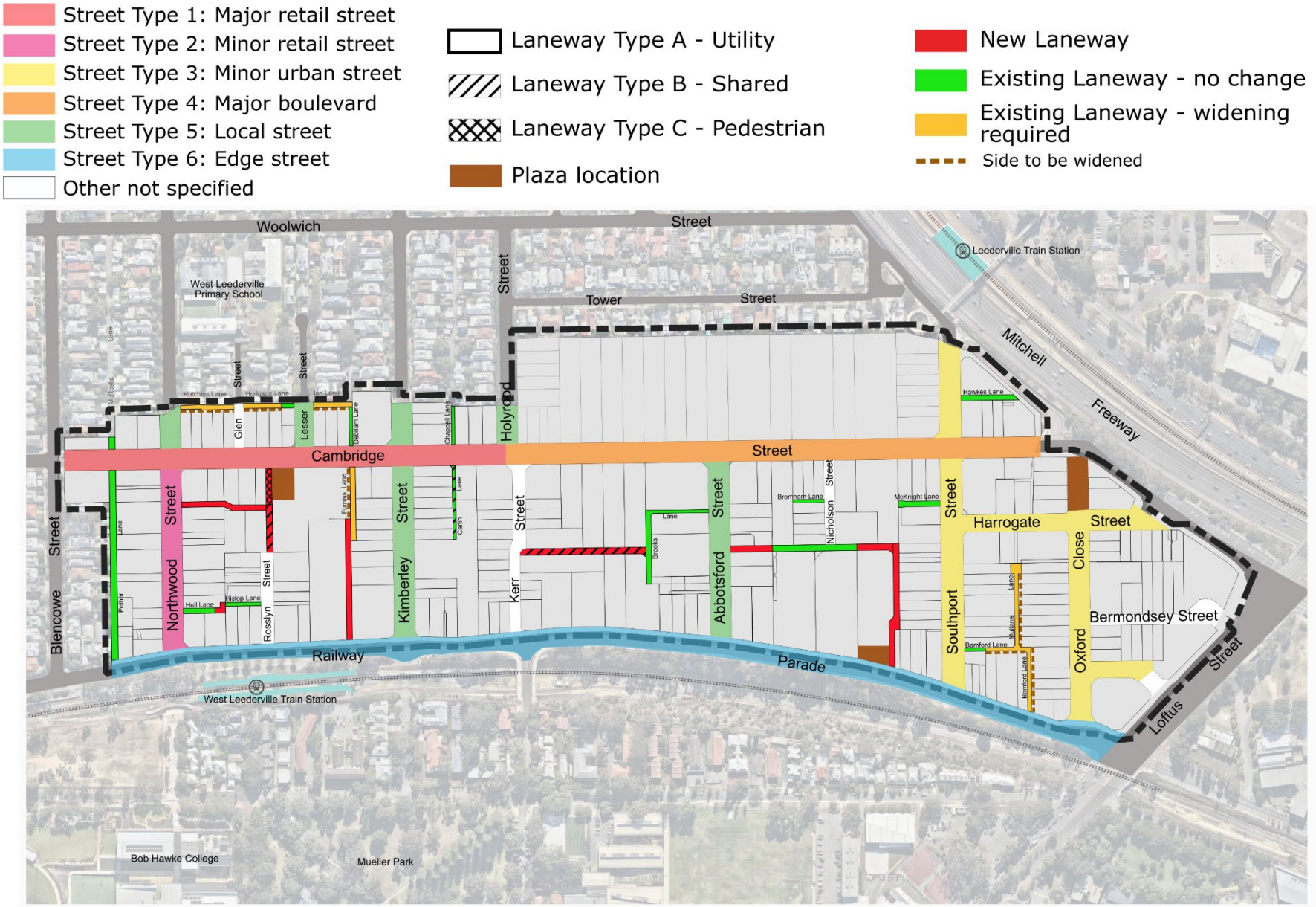

Figure 4: *Street Types, Laneways, and Plazas*

Figure 5: *Street Type 1 – Major Retail Street (Cambridge Street West)*

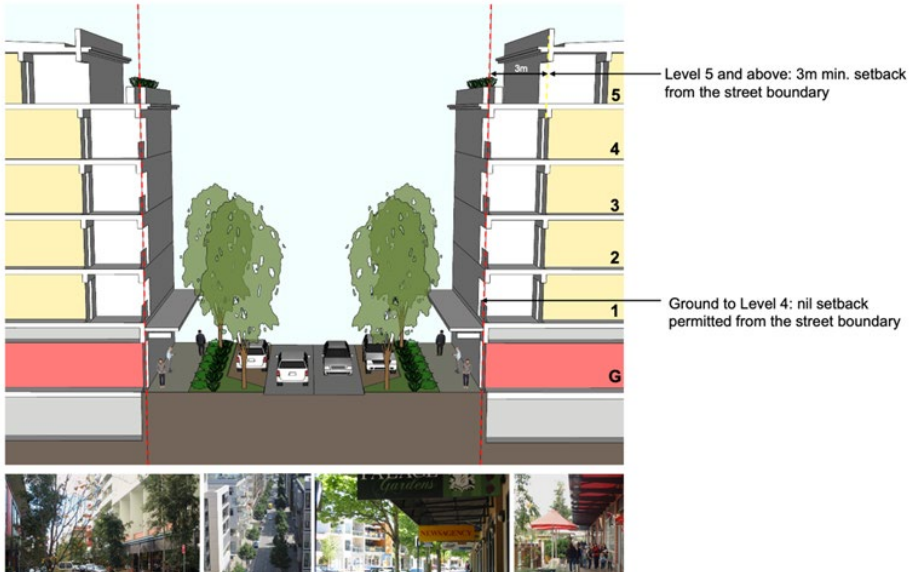

Figure 6: *Street Type 2 – Minor Retail Street (Northwood Street)*

Figure 7: *Street Type 3 – Urban Street*

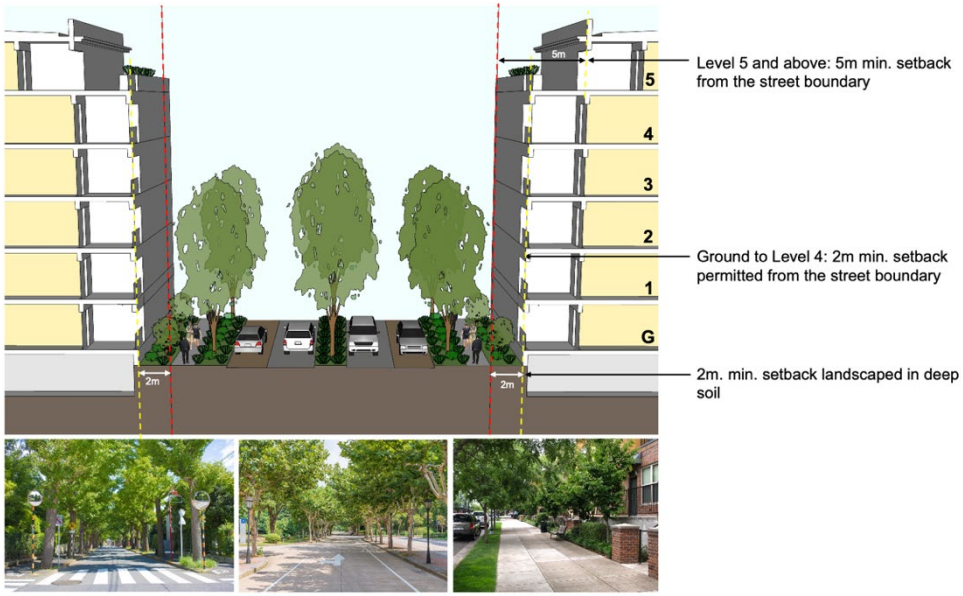

Figure 8: *Street Type 4 – Major Boulevard (Cambridge Street East)*

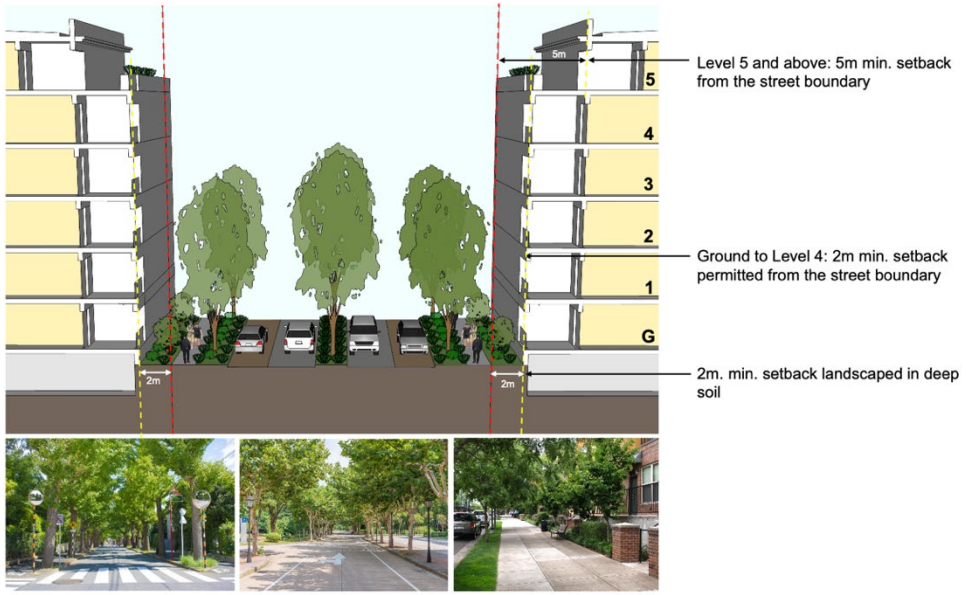

Figure 9: *Street Type 5 – Local Residential Street*

Figure 10: *Street Type 6 – Edge Street*

4.6 LANEWAYS

4.6.1 LANEWAY REQUIREMENTS

4.6.1.1 This Section provides for the ceding, widening, construction and upgrading requirements of laneways to accommodate primary vehicle access to private property. Improved usability and connectivity of laneways is essential to facilitate redevelopment of the West Leederville Precinct in accordance with the increase in allowable development intensity provided for in the WLPSP;

4.6.1.2 Reference to all laneways to be ceded, contructed or provided through easement or widened refers to the 6m ROW as annotedated in Figures 10-13 and excludes setbacks; and

4.6.1.3 Existing and proposed new laneways, amd catagories of laneways in the WLPSP are set out in Figure 4: *Street Types, Laneways, and Plazas* .

4.6.2 EXISTING LANEWAYS REQUIRING WIDENING

4.6.2.1 Where substantial development occurs on land abutting existing laneways identified as requiring widening in Figure 4*: Street Types, Laneways, and Plazas* and Figure 16: *Prescribed Laneway Widenings* the laneway widening must be ceded as a condition of development approval;

4.6.2.2 For the purpose of determining the plot ratio and dwelling density for a development site, where an area of a site is to be ceded as a condition of development, the area to be ceded is deemed to remain part of the site; and

4.6.2.3 Existing laneways identified as requiring widening in Figure 4*: Street Types, Laneways, and Plazas* and Figure 16**:** *Prescribed Laneway Widenings* must be designed and constructed at the applicant's cost.

4.6.3 NEW LANEWAYS

4.6.3.1 Where substantial development occurs on land abutting a new laneways identified in Figure 4: *Street Types, Laneways, and Plazas* and the new laneway is categorised as Type A Utility or Type B Shared Laneway for Pedestrians and Vehicles as a condition of development approval the Laneway must:

a) Be designed in general accordance with laneway typologies set out Figures 11, 13, 14 and 15 including road pavement, drainage, services, street lighting, street trees and landscaping as required to the satisfaction of the Town Cambridge;

b) Be ceded; and

c) Be constructed at the applicant's cost.

4.6.3.2 New laneways identified in Figure 4: *Street Types, Laneways, and Plazas* and categorised as Type C Pedestrianised may be open or covered and as a condition of development approval either:

a) Be ceded and constructed; or

b) Be constructed as part of an integrated development such as an arcade and granted as a public access easement for the permanent use of pedestrians.

4.6.3.3 Where a new Type C Pedestrianised laneway is to be ceded in accordance with clause 4.6.3.2 (a) above, as a condition of development it must be:

a) Designed in general accordance with laneway typologies set out in Figures 12 including road pavement, drainage, services, street lighting, street trees and landscaping as required to the satisfaction of the Town Cambridge; and

b) Constructed at the applicant's cost.

4.6.4 LANEWAY SETBACKS

4.6.4.1 Setbacks to laneways in the WLPSP must be in accordance with the setbacks annotated on the indicative street cross sections in Figures 11-15 to the satisfaction of the Town Cambridge.

4.6.5 PLAZAS

4.6.5.1 The area of land for a new plaza identified in Figure 4: Street Types, Laneways, and Plazas must be ceded to the Town of Cambridge or granted as a public access easement for permanent access to the public as a condition of development approval;

4.6.5.2 Plazas are to be of sufficient size to provide a space that has high-quality landscaping; provides activation to the laneway and surrounding sites; and which is an inviting space for members of public*;* and

4.6.5.3 Additional height and plot ratio for the provision of a new plaza on Railway Parade is available at the discretion of the Town of Cambridge in accordance with WLPSP Clause 4.2.5.4.

Figure 11: *Laneway Type A Utility*

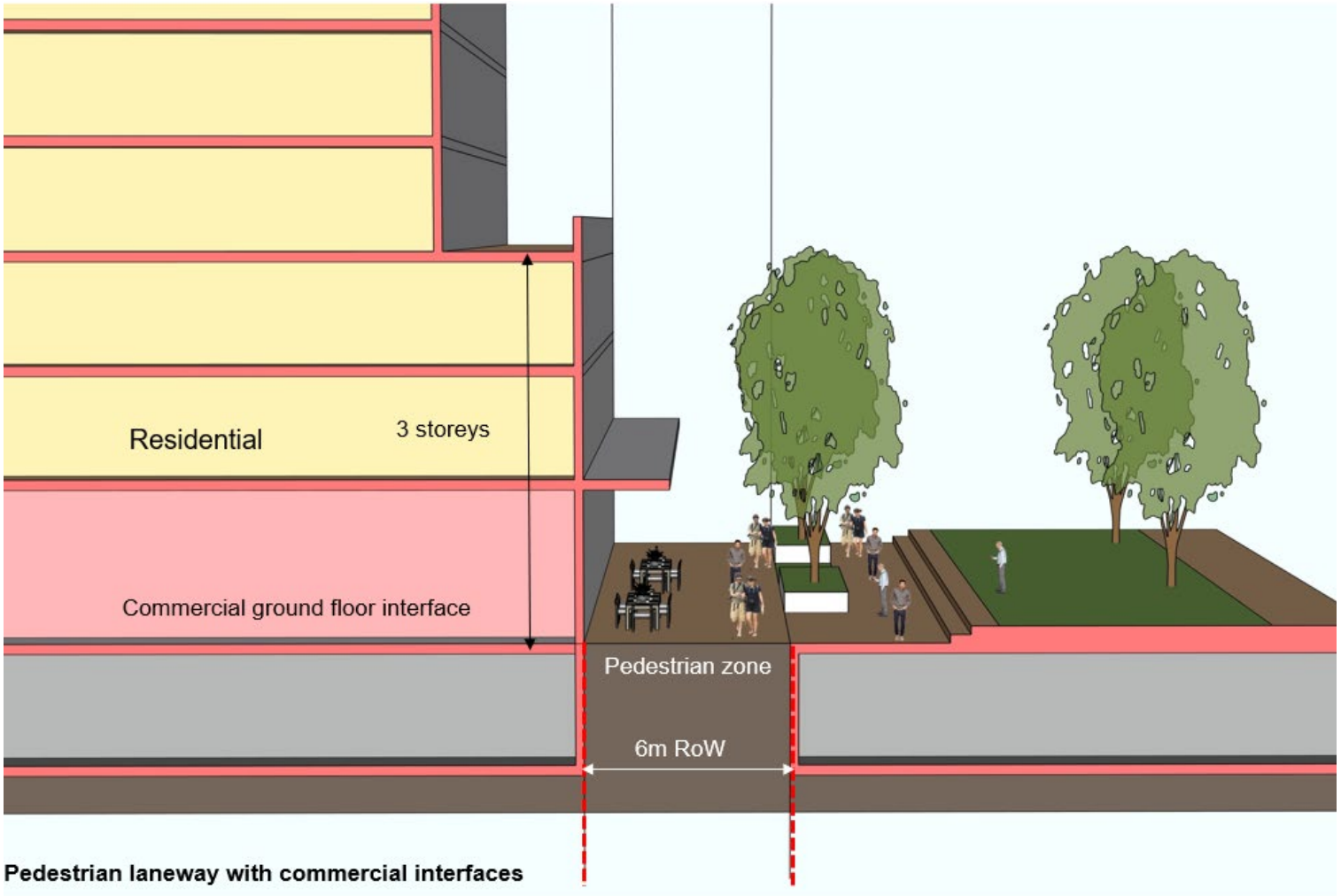

Figure 12: *Laneway Type C (Pedestrianised)*

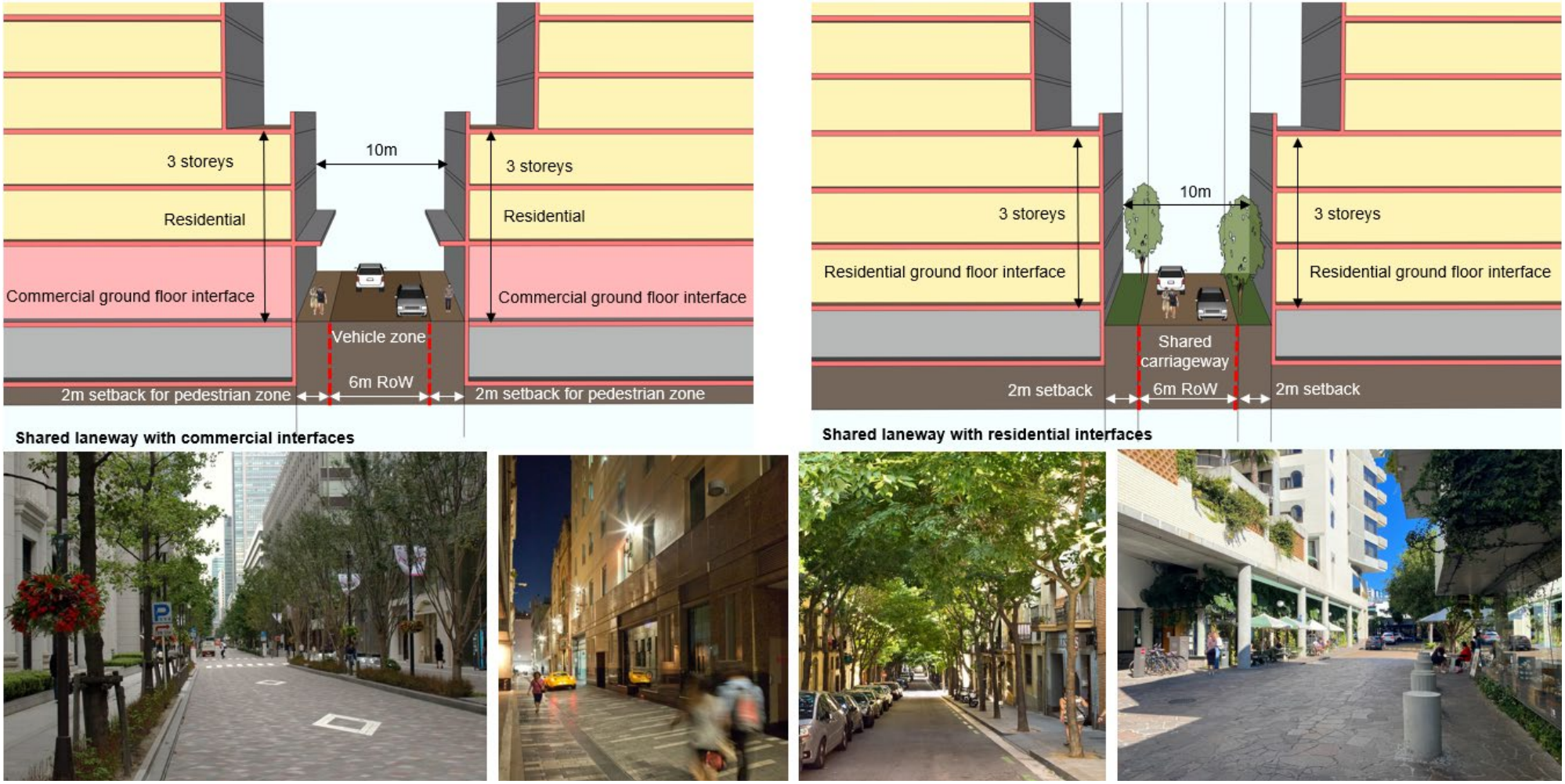

Figure 13: *Laneway Type B (Shared Pedestrian and Vehicles)*

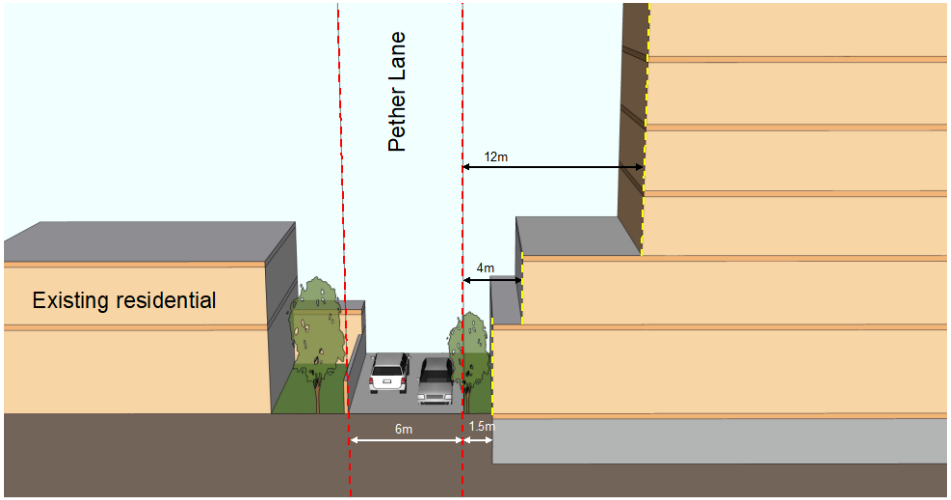

Figure 14: *Laneway Setback at Precinct Interface: Pether lane*

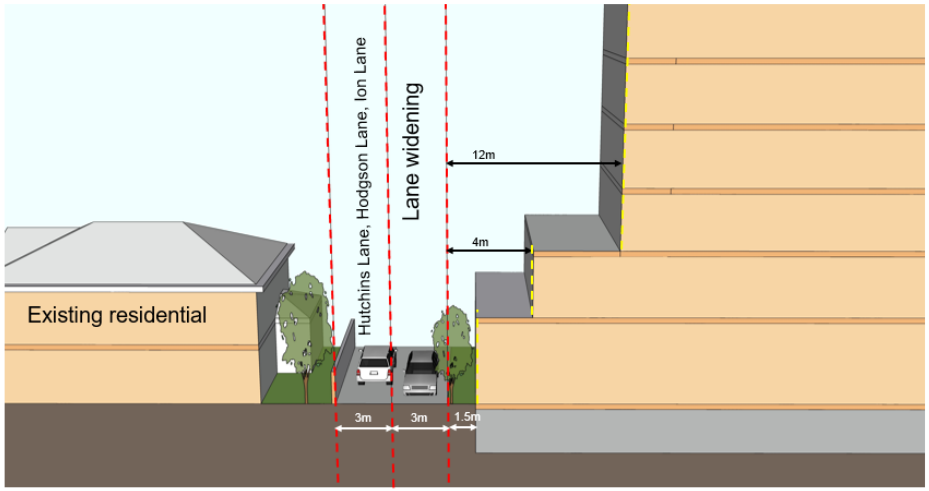

Figure 15: *Laneway Setbacks at Precinct Interface: Other Laneways*

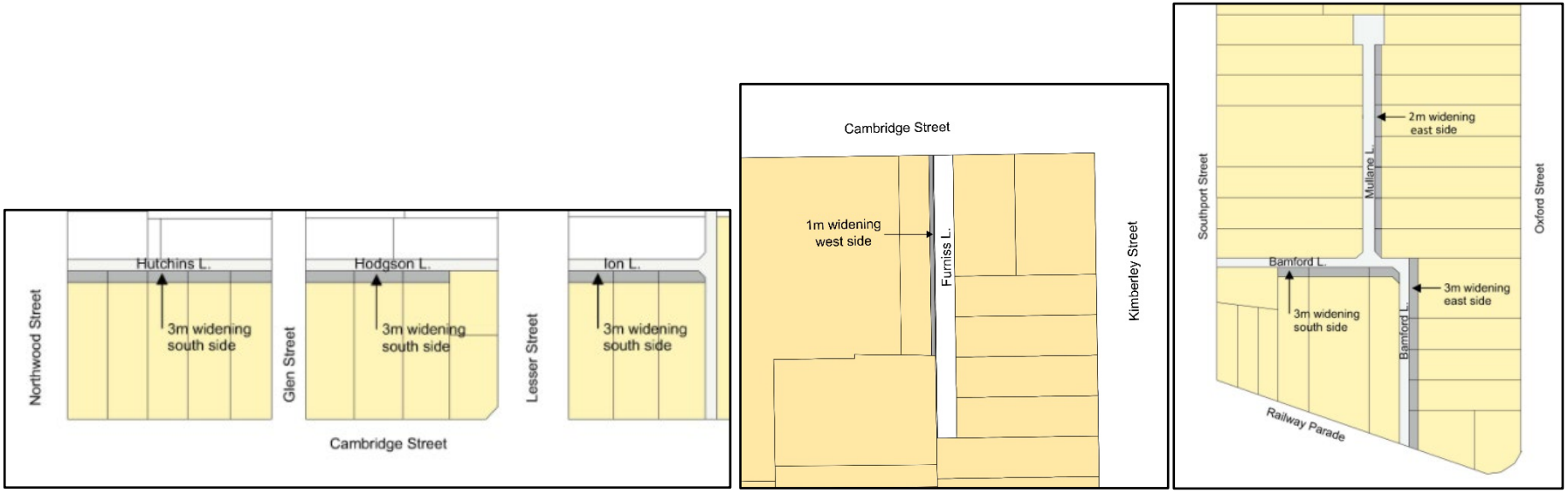

Figure 16: *Prescribed Laneway Widenings*

5 DEFINITIONS

Development Site means a single lot, a grouping of lots or part of a lot identified on Figure 1 as Development Sites – Additional Heights.

Substantial Development means subdivision or development of a scale or type that, will compromise the achievement of the outcomes sought by this Precinct Structure Plan as determined by the Town of Cambridge:

Unless the context otherwise requires, words and expressions used in the Precinct Structure Plan have the same meaning as they have:

a) In the Planning and Development Act 2005; or

b) In the Local Planning Scheme if they are not defined in that Act; or

c) In the Dictionary of Defined Words and Expressions in Part 2 Section 7.0 of this Precinct Structure Plan; or

d) In the Planning Codes (Residential Design Codes).

If there is a conflict between the meaning of a word or expression in the Dictionary of Defined Words and Expressions in Part 2 and the meaning of that word or expression in the Residential Design Codes:

a) In the case of residential development, the definition in the Residential Design Codes prevails; and

b) In any other case the definition in the Dictionary prevails.

Town of Cambridge

West Leederville Precinct Structure Plan – Part 2

February 2026

INTRODUCTION

West Leederville Activity Centre is located less than two kilometres from the Perth CBD and the Subiaco town centre, and less than one kilometre from the Leederville town centre.

The Precinct Structure Plan (PSP) area is located within an 800-metre walkable catchment, or 10-minute walk, to the West Leederville, Leederville, City West, and Subiaco train stations. The PSP area is also serviced by an extensive bus network, including frequent bus services along Cambridge Street. Additionally, West Leederville has good accessibility to the freeway and is connected to a network of cycle and pedestrian paths. The PSP area currently comprises of a variety of land uses, including commercial, residential, medical and retail.

The PSP area is identified as a District Centre in State Planning Policy 4.2 Activity Centres (SPP 4.2). A key component of infill development is to deliver more compact and connected areas near activity centres, such as the PSP, to encourage vibrant places to live and work, serviced by high frequency Public Transport.

Activity centres are community focal points that include a number of activities, including commercial, retail, higher density housing, entertainment, community facilities, and medical services.

PURPOSE

The PSP aims to set out a clear vision for the future planning and development of the West Leederville PSP area. The PSP document is intended to guide decision-making by local and State government, landowners and residents regarding activity, movement, urban form, and resource conservation within the PSP area.

Part 2 of the PSP report is divided into six sections as follows:

1. **Centre Context:** This section provides a comprehensive overview of the relevant background information including the planning framework, demographic profile and contextual considerations.
2. **Movement:** This section provides an overview of the existing and proposed movement network, including local and regional roads, public transport and cycling/pedestrian infrastructure, in addition to parking considerations.
3. **Activity:** This section provides an overview of existing and proposed land use and activity, including residential, commercial, retail and community uses within the precinct.
4. **Urban Form:** This section provides an overview of existing and proposed urban form within the precinct, including built form, streetscapes and public open space.
5. **Resource Conservation:** This section provides an overview of proposed resource conservation measures.
6. **Implementation:** This section outlines the projects undertaken or to be completed between 2011 and 2020, and next steps (2020 and beyond). This section also outlines the staging and monitoring.

PRECINCT BOUNDARY

The PSP area applies to the area as referenced in Schedule D of the Town of Cambridge Local Planning Scheme 1 as Special Control Area 3 (SCA3) - West Leederville Activity Centre and is delineated in the Scheme maps.

The PSP area is located in the suburb of West Leederville with the Town of Cambridge (Town) and is bound by the rear boundary of land parcels fronting Cambridge Street to the north, the Mitchell Freeway and Loftus Street to the east, the Fremantle Rail Line to the south and lots abutting Pether Lane to the west.

The PSP area has a total area of 27.13 hectares.

PROJECT HISTORY AND COMMUNITY ENGAGEMENT

The Town of Cambridge Commenced the West Leederville Planning and Urban Design Study towards the end of 2008 to provide direction for the future planning and growth of West Leederville in line with Transit Orientated Development (TOD) principles. The study sought to capitalise on West Leederville's strategic location and to take advantage of:

- Its proximity to central Perth and the Subiaco and Leederville town centres;
- Good access to the Fremantle and Joondalup train lines, plus multiple bus routes along Cambridge Street;
- Good access to the freeway;
- Development potential in the event of a stadium redevelopment; and
- An attractive, inner-city character.

Three Scenarios for Change, being Modest, Targeted and Significant (Blue Sky) were investigated as part of identifying the preferred level of change and growth for the centre. This formed Part one of the study.

Part two of the study built upon the preferred scenario from Part 1. The three scenarios were presented to the community for comment, resulting in support for a combination of the Targeted and Significant Change scenarios. This combined scenario provides the planning framework to guide further detailed planning for the centre.

Key attributes of the preferred scenarios identified by the community include:

- Retention of the residential area west of Pether Lane;
- Two distinct commercial nodes separated by an area of medium to high density residential;
- Creation of a 'Cambridge High Street' as a focus for local retail and services;
- Improved pedestrian access to both the Leederville and West Leederville Train Stations, as well as through the centre;
- Improved public transport connectivity with the extension of Route 97 Shuttle Bus to Leederville train station;
- Increased development intensity around the train stations; and
- Improvements to the public realm, community and recreational facilities.

WEST LEEDERVILLE ACTIVITY CENTRE PLANNING

In September 2011, The Town submitted a structure plan with content and formatting guided by the outcomes of the Study, SPP 4.2, as well as the Western Australian Planning Commission (WAPC's) Structure Plan Guidelines 2010, to the WAPC. Under SPP4.2, the WAPC was not required to approve the plan due to the shop-floor increase being less than 20,000m^2.

In July 2016, Council resolved to prepare updates and provide additional background to the West Leederville Activity Centre Plan to convert into an Activity Centre Plan to be submitted to the WAPC for endorsement in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*. This resolution did not allow for any changes to be made to the development standards (originally developed in 2011).

The Plan was updated and submitted to the WAPC in August 2017. In accordance with the Statutory Planning Committee (SPC) resolution (May 2018), the 2020 edition of the Precinct Structure Plan incorporated modifications to residential density targets based on higher order strategic planning documents, outcomes of the traffic impact statement, consistency with the Local Planning Strategy, and up to date content and data relating to changes in the planning framework, and demographic and economic statistics. The PSP was advertised during May and June 2020. The Council considered the PSP at its 21 December 2021 Ordinary Council Meeting and recommended to the WAPC its approval subject to modifications.

At its 26 April 2022 Meeting, Council resolved to rescind its decision (from its 21 December 2021 Ordinary Council Meeting) to approve the WLACP and advised the WAPC accordingly. Since then, the Plan was modified with the major changes being to introduce a laneway network and to update the built form codes to be consistent with Volume 2 of the Residential Design codes.

The Western Australian Planning Commission's Statutory Planning Committee considered the PSP at it 13 February 2024 meeting and has required a number of modifications and that the PSP be readvertised.

Following readvertising, the Town considered the submissions received and made further modifications to the PSP. The modified PSP was approved by Council in February 2025 and submitted to the Department of Planning, Lands and Heritage (DPLH) for final approval. The Town's PSP was reviewed and presented to the SPC on 10 December 2025, with a recommendation that the advertised PSP (the WAPC-directed modified PSP) be further amended to incorporate additional modifications requested in the Town's approved version.

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Image: Passenger train leaving the West Leederville Station for Perth, circa 1905

CENTRE CONTEXT

SECTION 1

1.1 CENTRE CLASSIFICATION

In accordance with SPP 4.2, the PSP area is identified as a District Centre. The main function or role of a district centre is to service the daily and weekly needs of residents. District Centres are generally characterised by smaller scale catchments which enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.

1.2 REGIONAL CONTEXT

The West Leederville PSP area is located less than two kilometres from the Perth CBD and is within close proximity to a number of Secondary Centres, including Subiaco (within 2km) and Leederville (within 1km).

The PSP area is situated within close proximity to a number of regional facilities including educational facilities (University of Western Australia, Curtin University, and Murdoch University), Perth Airport, and a number of hospitals (Queen Elizabeth II Medical Centre, St John of God Hospital, Perth Children's Hospital and Royal Perth Hospital – all within a 5km radius).

The PSP area is located within an 800-metre walkable catchment, or 10-minute walk, to the West Leederville and City West train stations, which are along the Fremantle to Perth passenger train line, and the Leederville station which is along the Perth to Yanchep passenger line.

The PSP area is strategically located to provide an attractive link between the Joondalup and Fremantle train lines, which if improved would avoid the need to commute to the city centre to access the Joondalup line. Due to its proximity to three train stations and frequent bus services, the PSP area is ideally suited for transit-oriented development.

The opportunity for this has been explored by the State Government through two studies, which built upon the City of Vincent's Leederville Masterplan, the Leederville Train Station Precinct Study (2008) and an Integrated Transport Study (2008).

Both these studies identified the opportunity to improve connectivity (both in terms of pedestrian and public transport) between the West Leederville and Leederville Centres and the Leederville train station. Higher density residential and more intensive, higher order commercial developments would be required to justify the capital costs of infrastructure improvements to improve connections.

1.3 LOCAL CONTEXT

1.3.1 HISTORICAL CONTEXT

West Leederville was the earliest area to be developed in the Town, with access provided to the area by rail transport and proximity to Perth City resulting in development dating back to the 1890's, predominantly in the eastern portion of the suburb. The north-western most portion of the suburb was subdivided in the 1930's and 1940's, while the 'Hill of Tara' estate was developed in the 1990's after subdivision of the Home of the Good Shepherd site.

The area has a range of lot sizes and development density, with the Cambridge Street activity corridor running through the suburb featuring a range of commercial development, including the medical area of St John of God Hospital.

Image: Historic photographs of the West Leederville precinct, showing Railway Parade looking west (top) and a passenger train in the Leederville cutting, circa 1905. (Photographer Louis Shapcott, Courtesy Battye Library, Perth).

1.3.2 EXISTING LAND USES

Currently, the West Leederville PSP area is generally characterised by two mixed use areas to the east and west with medium density residential development located in the centre of the Precinct Structure Plan Area.

A portion of high-density residential development fronts Cambridge Street within close proximity to the Leederville train station, east of the existing community facilities hub. The community facilities hub is land reserved for Parks and Recreation, and consists of the Holyrood Park, Leederville Town Hall, Memorial Gardens and Leederville Sporting Club.

Immediately abutting the PSP area to the north and west is residential development and the West Leederville Primary School. Immediately south of the PSP area is the Fremantle train line, with commercial development southeast and the Mitchell Freeway northeast in between the PSP area and Leederville town centre.

The PSP area already exhibits a diversity of land uses and a range of activity types, largely attributed to its development history which dates back as early as 1890's. The PSP area does not have a large retail presence with 'Shop' and 'Other Retail' land uses only occupying 11% of all commercial floorspace.

While the PSP area contains a range of activity types and land uses (shown in **Table 1**), there is opportunity to continue to increase the concentration and density of activity to make the most of the centre's locational advantages.

The PSP area is currently experiencing somewhat of a transition towards more intensive land uses due to a number of factors, including:

- Population growth;
- Growing importance of proximity to public transport;
- Capacity constraints in the Perth CBD and West Perth;
- Consumer preference for inner-city urban environments; and
- Changes in State planning policy.

It is expected that as the PSP area evolves the land use mix of the centre will change to reflect these more intensive land uses.

The immediate catchment area to the north of the PSP area largely consists of medium density residential, which has a density of approximately 24 people per hectare. Access to the residential population to the south of the centre is greatly restricted by the railway line and its associated reserve that divides West Leederville from Subiaco.

Table 1 *Land use breakdown based on existing development floorspace (DOP Commercial Land Use and Employment Survey, Realcommercial.com.au 2017 and Pracsys 2020).*

Land Use Category	Floorspace (m^2 net lettable area)	% of Total
Entertainment / Recreation / Culture	3,016	3%
Health / Welfare / Community Services	4,821	6%
Manufacturing / Processing / Fabrication	1,887	2%
Office / Business	37,001	42%
Primary / Rural	-	-
Other Retail	1,630	2%
Residential	-	-
Service Industry	2,440	3%
Shop / Retail	8,010	9%
Storage / Distribution	3,446	4%
Utilities / Communication	4,906	6%
Vacant Floor Area	20,107	23%
Total Floorspace	**87,264**	**100%**

1.4 DEMOGRAPHIC PROFILE

People

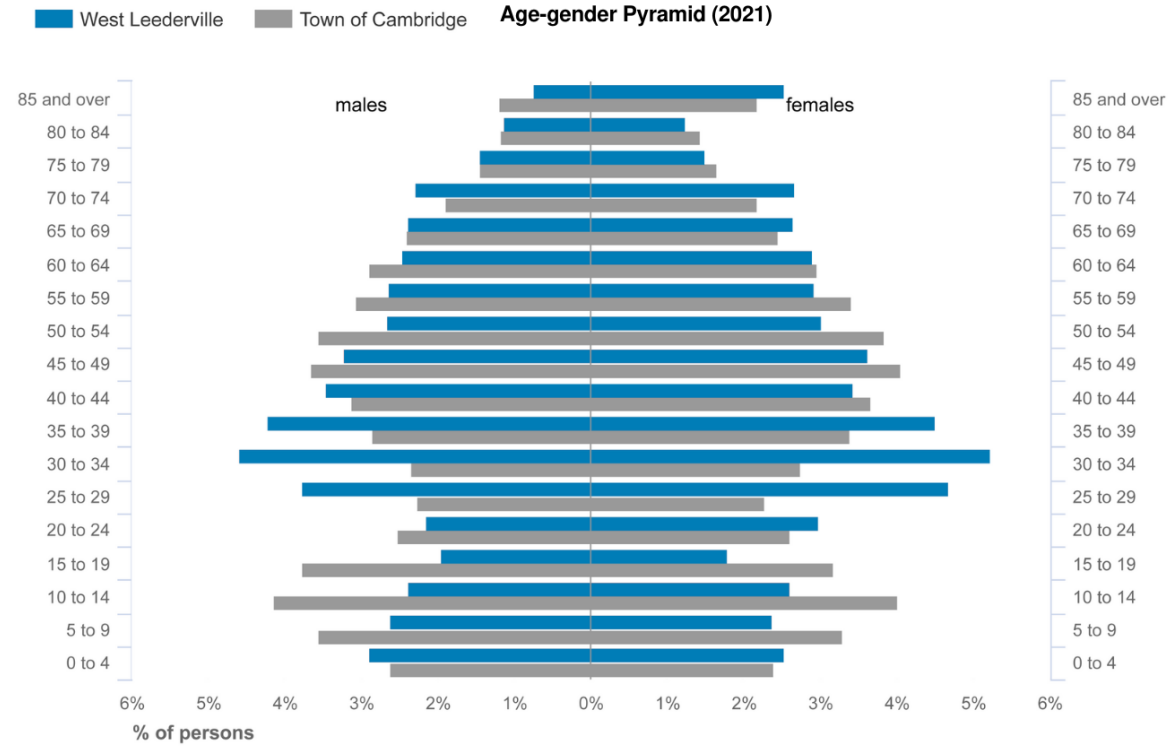
- **14%** Increase in Population and Dwellings Since 2011
- **4,487** people
- **2,154** dwellings
- Median Age: **38** years
- **41** for Cambridge
- **37** for Greater Perth

Households

- **33.5%** One-Person Households
- **23.3%** for Cambridge
- **24.9%** for Greater Perth
- Average Number of People Per Household: **2.2**
- **2.7** for Cambridge
- **2.6** for Greater Perth

Dwellings and Travel

- **34.1%** Flats or Apartments
- **14.8%** for Cambridge
- **7.6%** for Greater Perth
- **16.2%** Travel to Work by Public Transport
- **9.2%** for Cambridge
- **6.5%** for Greater Perth



Major Differences in Age Structure Between West Leederville and the Town of Cambridge:

- A larger percentage of persons aged **30** to **34** (**10.6%** compared to **5.2%**)
- A larger percentage of persons aged **25** to **29** (**8.9%** compared to **4.6%**)
- A smaller percentage of persons aged **15** to **19** (**3.7%** compared to **6.9%**)
- A smaller percentage of persons aged **10** to **14** (**4.9%** compared to **8.0%**)

Source: Australian Bureau of Statistics, Census of Population and Housing, selected years between 1991-2021 (Enumerated data).
Compiled and presented in profile.id by .id (informed decisions).

1.5 PLANNING CONTEXT

1.5.1 ZONING AND RESERVATIONS

1.5.1.1 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 area by designating 'zones' and 'reserves'.

West Leederville Activity Centre is zoned 'Urban' and provides for commercial, residential and retail land uses.

1.5.1.2 Local Planning Scheme No. 1

The PSP area is predominantly zoned Mixed Use under the Town's *Local Planning Scheme No. 1*. The central portion of the PSP area is zoned Residential, with a coding of R-AC0. Northern portions of the land fronting Cambridge Street are zoned Parks and Recreation and Special Use (**Figure 1**). The entirety of the PSP area is located within Special Control Area 3 (SCA3) under the Town's LPS1.

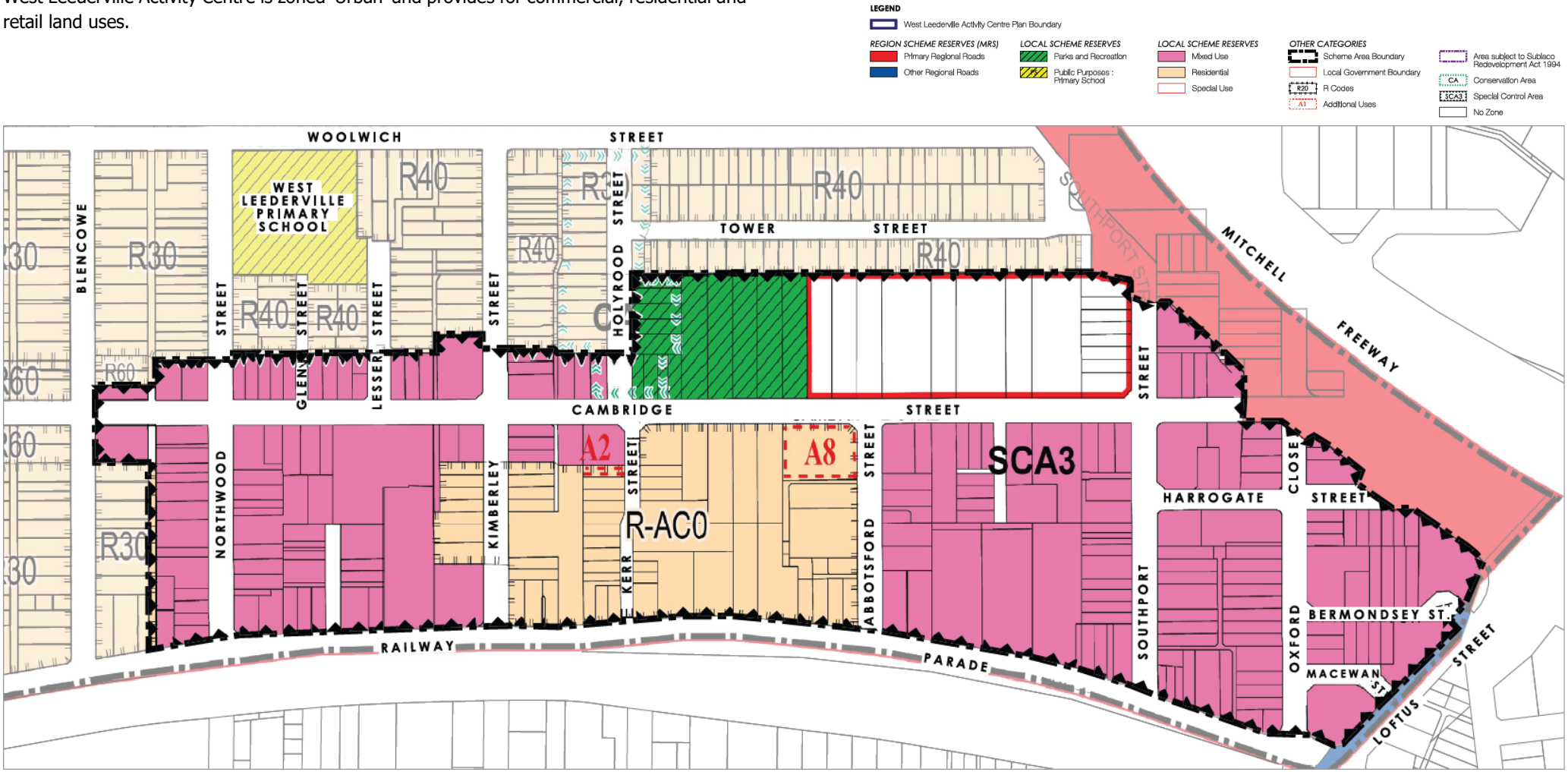


Figure 1 *Extract of Local Planning Scheme No. 1 for the Precinct Structure Plan Area*

In accordance with the LPS1, the purpose of SCA3 is to enable the preparation of an Activity Centre Structure Plan to guide planning relating to future development for the West Leederville Activity Centre and facilitate further detailed planning particularly for the Leederville Hub.

The objectives for development and planning decision making within SCA3 are to:

1. Provide opportunities for increased commercial and residential developments creating a mixed-use area that takes advantage of its inner-city location and access to public transport;
2. Facilitate the creation of a highly activated 'main street' along Cambridge Street, High Street between Blencowe Street and Kerr Street/Holyrood Street, creating a strong focal point for local retail and services;
3. Retain the residential function of the area between Kimberley to Abbotsford Street and support a variety of housing types in this area;
4. Facilitate further detailed planning to develop the Leederville Hub as a high-density, mixed-use transit-oriented development area and to guide development along the northern edge of the area to protect the amenity of existing low-scale development to the north;
5. Facilitate the creation of pedestrian and transit connections through the area, and in particular create a direct and legible pedestrian connection between Cambridge Street and Leederville Train Station through the Leederville Hub;
6. Enable the development of the Community Node comprising of community and civic uses and as a focus for the West Leederville Activity Centre which connects with the Leederville Station; and
7. Encourage a gradual 'stepping up' of built form and maintaining a human scale to buildings along street frontages and around public spaces.

Land to the north and east of the PSP area is predominately zoned Residential, with a coding of R30 and R40, with the exception of West Leederville Primary School which is reserved for Public Purpose: Primary School and Cowden Park which is reserved for Parks and Recreation.

The PSP area is bound by the Mitchell Freeway to the east, which is reserved Primary Regional Road under the MRS. Land to the south of the PSP area and the Fremantle Railway line falls within the City of Subiaco *Local Planning Scheme No.5* (LPS5) and is subject to the Subiaco Redevelopment Area.

1.5.2 REGIONAL AND SUB-REGIONAL STRATEGY

1.5.2.1 Perth and Peel @ 3.5 Million

The *Perth and Peel @3.5 million* land use planning and infrastructure framework was released by the WAPC in March 2018, and sets out an overarching framework for the Perth and Peel in accommodating a population of 3.5 million people by 2050.

Perth and Peel @3.5 million provides guidance on where sustainable development should occur over the next 35 to 40 years to ensure the impact of urban growth on areas of environmental significance is minimised to protect heritage; and to maximise the benefits of available land and existing infrastructure.

The PSP area falls within the Central Sub-Regional Framework (Framework) and is identified as an Activity Centre (District Centre). The Framework identifies Activity Centres as hubs that attract people for a variety of activities, such as shopping, working, studying and living. Activity centres mainly consist of a concentration of commercial uses combined with varying proportion of other lands uses such as residential, schools and open space.

The framework anticipates an urban infill target of 6,830 dwellings within the Town of Cambridge. The PSP area will assist in accommodating the State Government's infill targets.

1.5.2.2 Perth and Peel @ 3.5 Million – The Transport Network

The *Perth and Peel@3.5 million – The Transport Network* (Transport Strategy) was released by the WAPC, Department of Transport, Main Roads and the Public Transport Authority in March 2018.

The aim of the Transport Strategy is to guide transportation planning and infrastructure investment to coincide with land use and development under *Perth and Peel @3.5 million*. The Transport Strategy is intended to be a vision for generational change of Perth's transport network and aims to achieve maximum efficiency in the way in which people move about the metropolitan area.

1.5.3 STATE PLANNING POLICIES & PLANNING CODES

1.5.3.1 State Planning Policy 4.2 Activity Centres

SPP 4.2 specifies broad planning 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 mainly concerned with the distribution, function, broad land use 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/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; and
- Neighbourhood Centres (supplemented by Local Centres).

West Leederville is classified as a District Centre under SPP 4.2. District Centres are expected to focus on servicing the daily and weekly needs of residents within their local respective catchments.

SPP 4.2 characterises the transport connectivity and accessibility of District Centres as 'focal points for bus networks'. In total, SPP 4.2 identifies 70 district centres across the central, north-west, north-east, south-west, south-east and Peel sub-regions. SPP 4.2 specifies the density targets of District Centres, of 35+ dwellings per gross hectare, where there is an existing train station within a 400m walkable catchment of the centre.

1.5.3.2 State Planning Policy 3.6 – Infrastructure Contributions

This policy sets out the principles and requirements for infrastructure contributions in Western Australia. In relation to the WLPSP, SPP 3.6 identifies the ceding of land for Laneways and their construction as a standard infrastructure contribution that can be required without the need for a Development Contributions Plan.

1.5.3.3 State Planning Policy 5.4 – Road and Rail Noise

The purpose of SPP 5.4 is to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes.

SPP 5.4 applies to the preparation and assessment of planning instruments where there is proposed:

- Noise-sensitive land-use within the policy's trigger distance of a transport corridor as specified in Table 1;
- New or major upgrades of roads as specified in Table 1 and maps (Schedule 1, 2 and 3); or
- New railways or major upgrades of railways as specified in maps (Schedule 1, 2 and 3); or 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. Table 2 outlines the key transport corridors and associated trigger distances relevant to the PSP area. It is noted that the designation of land within the trigger distances should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are unaffected by noise.

Where any part of the lot is within the specified trigger distance, an assessment against SPP 5.4 is required to determine the likely level of transport noise and management/mitigation required.

Table 2 *Trigger distances for noise generating transport corridors affecting the PSP area*

Transport Corridor	Transport Corridor Classification	Trigger distance
Mitchell Freeway	Strategic freight and Major Traffic Route	300m (measured from road carriage edge)
Loftus Street	Other significant freight/traffic routes	200m (measured from road carriage edge)
Fremantle Train Line	100 metres	Centreline of the closest track

1.5.3.4 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, in order 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.

1.5.3.5 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 centre designation or areas with certain values such as heritage or local character.

1.5.3.6 Residential Design Codes (Planning Codes)

The purpose of the Residential Design Codes (Planning Codes or R-Codes) is to provide a comprehensive basis for the development of residential development throughout Western Australia. The WLPSP is generally in accordance with the R-Codes and relies upon the development controls within Volume 2, with variations as per Part 1 of the PSP.

1.5.3.7 Development Control Policy 1.6 (DCP 1.6)

Development Control Policy 1.6 (DCP 1.6) promotes increased accessibility and functionality of train stations via transport orientated development. The policy encourages development that provides:

- A safe, convenient and attractive street network and walking environment within the station catchment;
- 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
- A high-quality public realm that supports walking to and from transit stations.

1.5.4 LOCAL STRATEGIC PLANNING

1.5.4.1 Local Planning Strategy

The Town has prepared a *Local Planning Strategy* (LPS) to enable the Council and community to determine the vision and strategic planning for the Town of Cambridge for the next 10 to 15 years and beyond.

The Local Planning Strategy identifies the WLPSP area as an Activity Centre within an Urban Consolidated Precinct. Urban Consolidated Precincts are proposed to maintain their function of servicing the daily and weekly needs of the Town's residents, in addition to providing significant local employment opportunities.

The Strategy outlines the following vision for the WLPSP Area:

> *West Leederville Activity Centre will retain its role as the most vibrant and diverse urban area within the Town. Leveraging its strategic advantages as a centre well serviced by public transport, close to the Perth CBD and a significant employment generator, West Leederville's resident population and business activity is proposed to grow.*

Growth will occur in accordance with the West Leederville Activity Centre Plan (as amended), with expansion of population and businesses accommodated in mixed use, multi-storey buildings between two and ten storeys.

A key action outlined in the LPS is to finalise and implement the PSP to incorporate population and business growth projections and coordinate planning for infrastructure and services to support growth.

The LPS identifies a number of spatial considerations (**Figure 2**) for the WLPSP area in relation to existing residential interface, additional areas of public open space, need for high quality community facilities, and consideration of expansion of nearby schools to accommodate anticipated population growth.

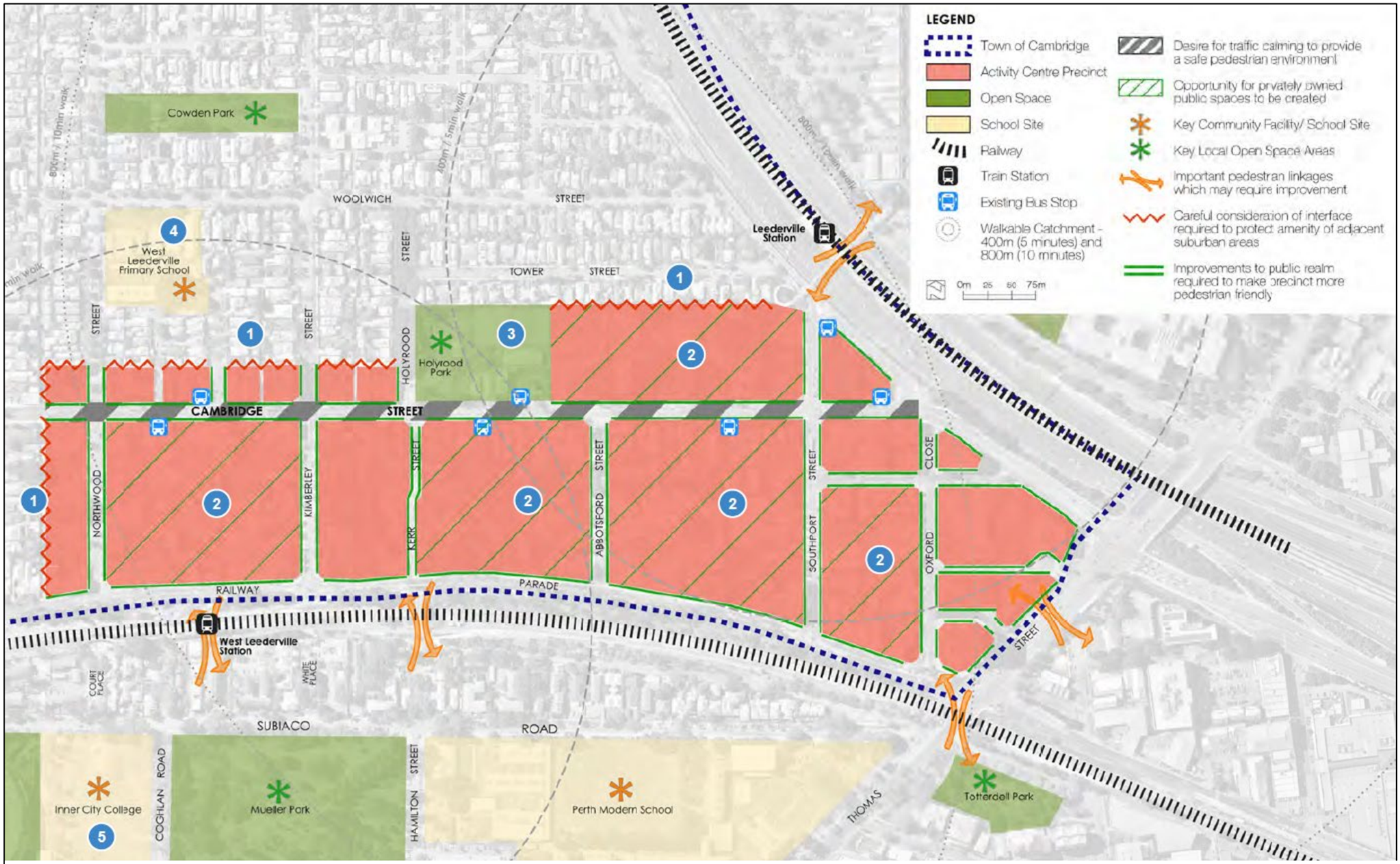


Figure 2 *An extract of the Town of Cambridge's Local Planning Strategy outlining the precinct plan for the West Leederville Activity Centre Precinct.*

1.5.4.2 Sustainability Strategy 2019-2023

In February 2019 Council adopted the Town's *Sustainability Strategy* (2019-2023) which aims to guide the development of future plans, programs and activities throughout the Town to support the Town's strategic goal of being a more sustainable and resilient local government and community. The Strategy outlines the Town's sustainability commitments, goals and objectives identified in the Town's *Strategic Community Plan 2023-2033* and Corporate Business Plan, identifying actions to deliver on these objectives.

The following aspirations have been identified in the *Sustainability Strategy*:

- Water: To use water in a more sustainable way including improving efficiency and using more sustainable potable and ground water sources;
- Waste: To avoid unnecessary waste, reuse waste and promote recycling and recovery;
- Natural Environment: To protect our natural assets, foster green public realms and facilitate rehabilitation of natural areas;
- Energy and Transport: To reduce energy consumption, promote renewable energy use, choose renewable and low carbon materials and products, and facilitate more sustainable transport options and
- Climate Resilience: To adopt adaptive and resilient to the changes in our weather and climate. Leadership and Governance: To provide leadership in facilitating monitoring, reporting, collaboration and decision making as well as following an education and awareness approach for achieving more sustainable outcomes.

An annual review of the strategy and implementation of the recommended actions will be reviewed during February of each year allowing for timely budget submissions.

1.5.4.3 Economic Development Strategy

In July 2018, Council adopted the Town's *Economic Development Strategy* (EDS). The EDS has four overarching goals to promote economic development within the Town, by:

1. Providing a high standard of communication and business support;
2. Developing out unique centres to support population growth and attract high quality employment;
3. Managing the activation and our centres and shared public spaces; and
4. Improving transport and connectivity for centres and local businesses.

The EDS outlines that West Leederville provides for over 30% of the Town's total office floorspace. It is estimated that the West Leederville could require approximately 51,000m² of additional employment floorspace in order to keep with 2050 population projections.

The EDS recognises West Leederville as a strategic employment centre, offering a high level of diversity with significant entertainment floorspace, retail floorspace and high-density living development. The Strategy recognises that as the Greater Perth population grows there will be the opportunity for West Leederville to continue to serve as an ideal location for targeted strategic industries and generate high skilled, high wage employment opportunities for residents.

1.5.4.4 Cambridge Bike Plan

The Town of Cambridge *Bicycle Plan* identifies proposed changes to the cycling network, hazards and signage improvements, recognises travel demands and identifies crash sites.

Cycling is a relatively underutilised form of transportation in the Town with 4.2% of residents travelling to work by bicycle according to the 2016 ABS census. This is significantly higher than the average 1.1% bicycle mode share for Greater Perth, but still low in the context of its proximity to the City Centre and attractive facilities. The Bicycle Plan outlines that there is significant scope to facilitate more cycling within the Town, in particular the suburbs of West Leederville and Wembley, due to their close proximity to major employment centres (Perth CBD, West Perth, Subiaco, Shenton Park and Nedlands) and direct connection to the Mitchell Freeway and Fremantle train line.

1.5.4.5 Urban Forest Strategy

The Town's *Urban Forest Strategy* was adopted in 2020 and is currently under review. The Strategy aims to ensure the sustainability of the Towns urban forest and to retain and strengthen the existing tree canopy within the Town through development of key strategies & actions.

1.5.4.6 Local Heritage Survey and Heritage List

In 2002, Council declared Holyrood Street between Cambridge Street and Woolwich Street as a Conservation Area which is taken to be a Heritage Area in accordance with LPS1.

The Town adopted a review of its Local Heritage Survey November 2018, and which identifies 119 places for their cultural significance. The Local Heritage Survey serves as a reference source and does not hold statutory power.

Of the 119 places, 75 of these places were also entered on the Town's Heritage List. 10 places of State and Local Heritage Significance are located within the PSP area. This includes one place on the State Register, two places on the Heritage List, one Heritage Area and six places on the Local Heritage Survey.

1.5.5 LOCAL PLANNING POLICIES

Local Planning Policies relevant to the WLPSP area are outlined below:

- **Local Planning Policy 2.5 - Precinct P5 West Leederville:** LPP 2.5 gives effect to the vision for future development of the West Leederville Precinct. The West Leederville Precinct includes land generally bound by Lake Monger Drive, Gregory Street, Railway Parade, and Southport Street, incorporating land within the PSP. It is anticipated LPP 2.5 will be amended to be consistent with this PSP.
- **Local Planning Policy 2.5.1 – Holyrood Street Design Guidelines:** applies to the Holyrood Street Conservation Heritage Area and contains special planning controls to conserve and enhance the area's cultural heritage significance and its character.
- **Local Planning Policy 3.1 – Residential Built Form (*formerly Streetscape*):** aims to create and preserve neighbourhoods that are attractive, safe and offer high amenity for residents and pedestrians. The policy covers a range of matters including housing design, building setbacks, fencing, landscaping and crossovers as these collectively impact the quality of streetscapes.
- **Local Planning Policy 3.13 – Parking:** aims to set out requirements for access and parking provisions for non-residential development (including commercial and mixed-use developments). The Policy includes measures to provide for and encourage greater use of alternative transport modes, reducing reliance on the car, notwithstanding the need for suitable parking to be provided as part of proposed development.
- **Local Planning Policy 3.16 – Landscaping and Water Sensitive Design:** aims to promote more effective use of landscaping as a means of enhancing the character and amenity of the urban area and more sustainable management of ground and surface water resources.
- **Local Planning Policy 3.19 – Percent for Public Art:** this policy applies to all applications for commercial, non-residential and mixed-use developments with a construction cost of $1 million or more throughout the Town. Classes of development excluded from the policy are applications for demolition and/or infrastructure projects only.

Image: The heritage listed Leederville Town Hall is located within the Leederville Hub

MOVEMENT

SECTION 2

This section provides a summary of the key issues and recommendations for transport in the PSP area. A Transport Impact Assessment has been prepared and is included in **Appendix 1**

2.1 REGIONAL PERSPECTIVE

The centre is well serviced by public transport, as it is strategically located adjacent to the Joondalup and Fremantle train lines, with majority of the PSP area within a walkable catchment of three stations (Leederville, West Leederville, and City West station). Due to the precinct's proximity to public transportation, the PSP area is ideal for a Transit Oriented Development (TOD).

In addition, the centre is bounded by major transport infrastructure and significant natural features, including Mitchell Freeway, the Perth-Butler railway line, the Perth-Fremantle railway line and Lake Monger

EXISTING MOVEMENT NETWORK

2.1.1 ROAD NETWORK

Table 3 below summarises the characteristics of the key roads within and surrounding the PSP area

***Table** 3 Key characteristics of roads within and surrounding the WLPSP area.*

Road Name	Hierarchy	Configuration	Speed Limit (km/h)
Cambridge Street	Distributor A	**West of Blencowe Street** Two-way, four-lanes divided road with clearways **East of Blencowe Street** Two-way, two-lanes divided road **East of Kerr Street** Two-way, four-lanes divided road with clearways	60
Railway Parade	Distributor A	**West of Loftus Street** Two-way, two-lanes divided road with clearways on the eastbound lane between Blencowe St and Southport St **East of Northwood Street** Two-way, two-lanes divided road with some on-street parking on the eastbound lane	50
Southport Street	Access Road (south of Cambridge Street Distributor A (north of Cambridge Street	**South of Cambridge Street** Two-way, two-lanes undivided road with embayed parking on both sides **North of Cambridge Street** Two-way, two-lanes undivided road	60
Kimberley Street	Local Distributor	Two-way, two-lanes undivided road with on-street parking on both sides	50
Northwood Street	Access Road	Two-way, two-lanes undivided road with on-street parking on both sides	30
Mitchell Freeway	Primary Distributor	Two-way, nine-lanes divided road in the vicinity of the WLPSP area	100
Loftus Street	Distributor A	Two-way, six-lanes divided with additional lanes for freeway entries	60

2.1.2 PUBLIC TRANSPORT

Public transport serving the West Leederville area is provided by Transperth bus and train services, see **Figure 3.** Five bus routes pass through the Centre (route 81, 82, 83, 84, 85) which links the WLPSP to the Perth CBD on the east and surrounding suburbs to the west and north of the Centre. Within the WLPSP area, these bus routes share common stops, with combined headways of approximately 5 minutes during peak periods. **Table 4** Bus Frequency shows the bus frequencies.

The WLPSP is also in close proximity to three rail stations, Leederville, West Leederville, and City West stations. **Table 5** Train Service Frequency summarises the train frequency on each station serving the WLPSP area. Leederville Station provides the best service with 5-minute headway during peak hours, while West Leederville Station shows a 6-minute headway during peak hours.

Additionally, the free Green CAT service (Figure 4) is available linking the WLPSP area with West Perth and Elizabeth Quay. The CAT service runs at a frequency of 10 minutes between 6:00AM to 7.06PM Monday to Friday only.

Table 4 Bus Frequency

Bus Service	Direction	Weekday Peak Period	Saturday	Sunday & Public Holiday
Route 81	Perth-Wembley via Cambridge St	10 – 30 minutes	No Service	No Service
Route 82	Perth-Wembley via Cambridge St	15 minutes	60 minutes	60 minutes
Route 83	Perth-Wembley via Cambridge St	30 minutes	No Service	No Service
Route 84	Perth-Wembley via Cambridge St	15 – 30 minutes	60 minutes	60 minutes
Route 85	Perth-Wembley via Cambridge St	20-30 mins	60 minutes	60 minutes

Table 5 Train Service Frequency

Train Line & Station	Service Frequency to Perth (AM Peak Weekday)	Service Frequency from Perth (PM Peak Weekday)
Joondalup Line – Leederville Station	Every 5 minutes	Every 5 minutes
Fremantle Line – West Leederville Station	Every 6 minutes	Every 6 minutes
Fremantle Line – City West Station	Every 6 minutes	Every 6 -7 minutes

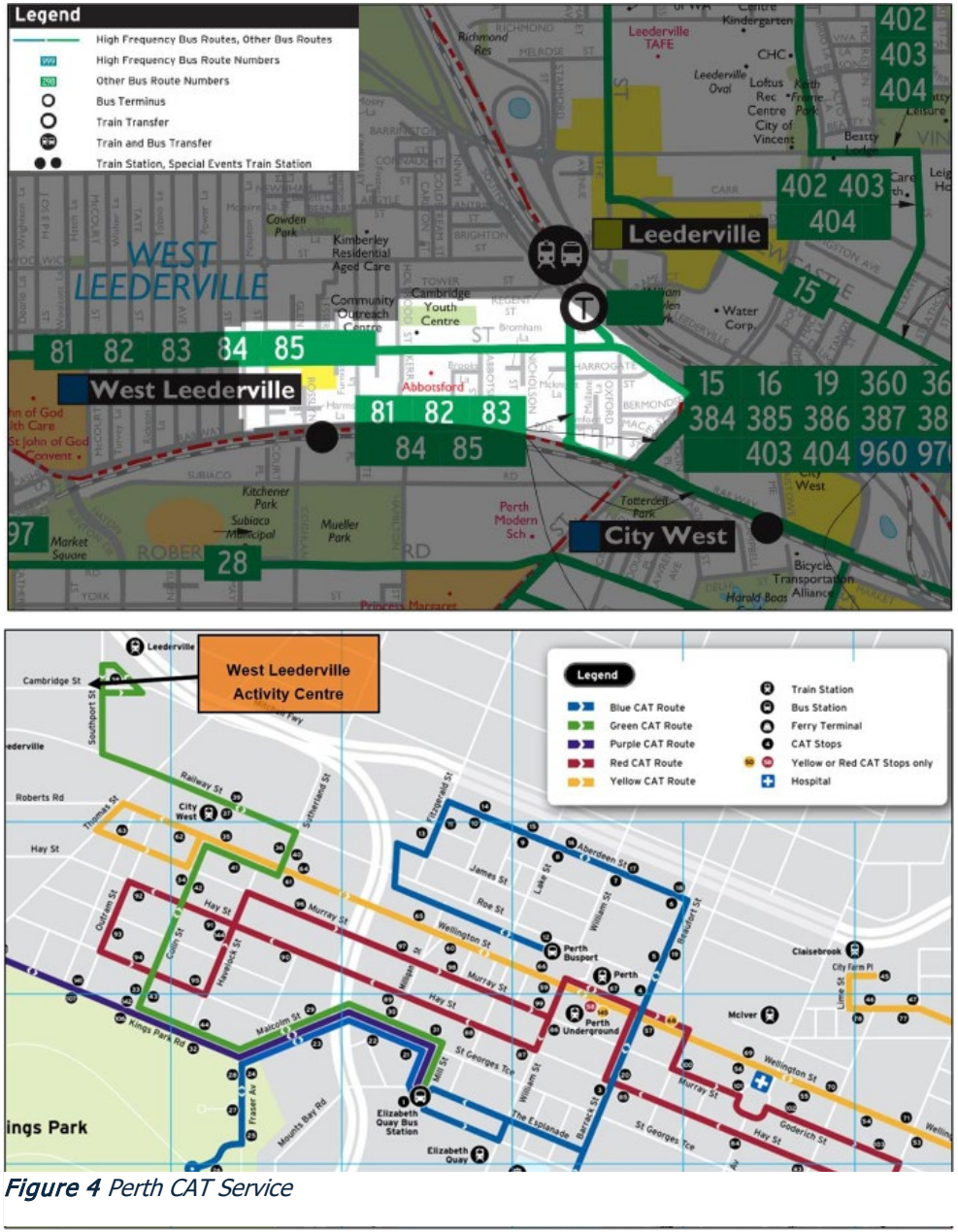


Figure 4 Perth CAT Service

2.1.3 PEDESTRIAN /CYCLE NETWORK

The existing pedestrian and cycling networks are outlined within **Figure 5**.

The PSP area is located within close proximity to two Principal Shared Paths (PSP), along the Fremantle and Joondalup rail line, however connectivity from the precinct to these paths is poor due to the lack of dedicated cycling infrastructure within the PSP area.

Footpaths are provided on both sides of all roads, providing excellent pedestrian access within the PSP area and to nearby train stations and bus stops. Crossing facilities are mainly provided in the form of passive crossings within standard kerb ramps at unsigned intersections, and signalised crossings at signalised intersections.

Road works on Cambridge Street between Blencowe Street and Kerr Street have resulted in better crossing amenity across northern and southern precincts of the PSP area by reducing traffic lane to one in each direction and the provision of wide pedestrian refuges.

2.1.3.1 Pedestrian Permeability

The large block size results in poor pedestrian permeability. The existing laneway network and redevelopment of the area provides opportunity to improve pedestrian permeability (and thus promote mode shift) through expansion of the laneway area. The addition of laneways (which will assist in providing access to new residential developments) will increase the likelihood of people travelling by active modes, and as such, the number cyclists accessing the LTCN via Cambridge Street will grow.

An expanded laneway network will also provide alternative vehicle access reducing the amount of cross overs on streets which will improve the pedestrian environment.

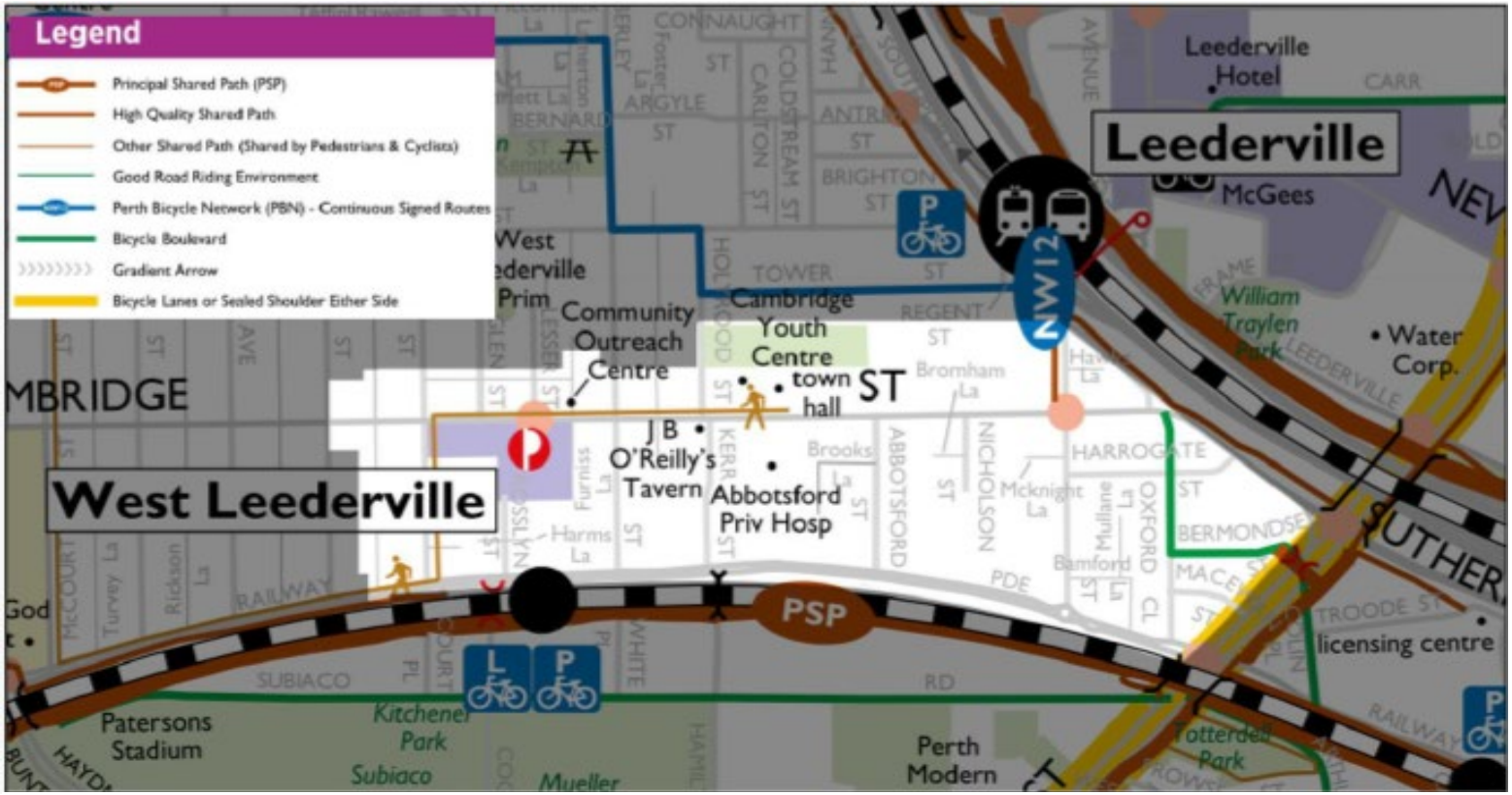


Figure 5 Existing Pedestrian and Cycle Network

2.1.4 CAR PARKING

2.1.4.1 Car Parking Supply

The majority of the parking within the PSP area is provided through on-street parking, with Railway Parade and Cambridge Street having peak period clearways to facilitate traffic flow

Paid parking has been introduced in a number of areas as a means of managing employee and commuter parking demand.

Off-street and on-street car parking is provided in several locations as shown in **Figure 6.** These carparks are accessed via either Cambridge Street or Railway Parade. The proximity of the Railway Parade car park to the eastern commercial zone makes it an effective employee parking location, while the Council and Coles car parks tend to be convenient for retail shopping and other short-stay purposes. Existing parking supply is provided in **Table 6** Existing Parking Supply**.**

Figure 6 Existing Carparking Spaces Locations

Table 6 Existing Parking Supply

Precinct	Public Supply		Private Supply
	On-Street	Off-Street	
Southport Street Precinct	139	338*	766
Cambridge Street Precinct	76	289	376
Total	215	627	1142
Combined Total	1984		

2.1.4.2 Car Parking Rates

Management of parking to control trip generation will be necessary as development occurs in the WLPSP area. Local Planning *Policy 3.13 Parking* sets out parking ratios and potential concessions for non-residential uses, including provisions for bicycle parking bays and supporting end of trip facilities, cash-in-lieu for parking bays and performance based criteria for parking concessions for alternative transport modes.

The parking supply analysis outlined in Transport Impact Assessment (Appendix 1) will be considered as part of a comprehensive review of LPP3.13 Parking scheduled to commence in 2024/2025 . This will focus on parking rates, appropriate policy responses to parking in activity centres and public transport hubs and the investigating different parking ratios for transit oriented areas.

2.1.4.3 Car Parking Management

Car parking management methodologies are essential to maintaining a level of supply and demand that can be sustained by the local road network. The Local Planning Strategy highlights the management of parking as an important measure to minimise traffic congestion identifies the following parking-related developments for the PSP area:

- Development within the PSP area shall incorporate an adequate supply of on-street and off-street parking distributed throughout the nodes, consistent with TOD principles; and
- Where possible, the number of vehicle crossovers to car parks from the street network shall be rationalised. The Laneway network will be expanded to assist with this.

The TIA outlines that car parking facilities, particularly those that are located in areas with low pedestrian flows, such as behind or under buildings, are designed to ensure passive surveillance and promotes the safety of pedestrians. Destinations within the PSP area should be continuous, well sign posted with good lighting and security measure.

Paid parking, particularly in central areas of high demand, is a management method that encourages a turnover of car parking bays and can encourage a shift away from private vehicles. Long stay car parking is more appropriate at the periphery of the PSP area

3.1 PROPOSED MODIFICATIONS TO MOVEMENT NETWORK

3.1.1 LANEWAYS

The Council endorsed version of the Precinct Structure Plan introduced a laneway network in part to ensure the Precinct Structure Plan urban design prioritises access by walking, cycling and public transport.

The WAPC has supported the intention of the proposed laneway network, with modifications shown in **Figure 7**.

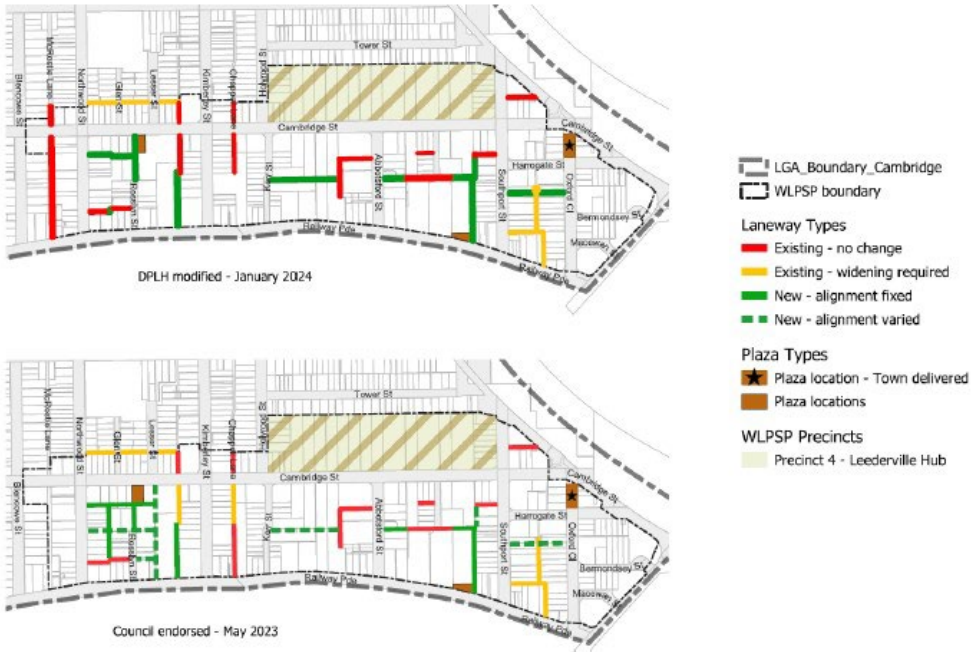


Figure 7 *Council Endorsed Laneway Network and WAPC Modified Network.*

Further work has also been carried out and as a result further modifications to the laneway network have been made as shown in **Figure 8.**

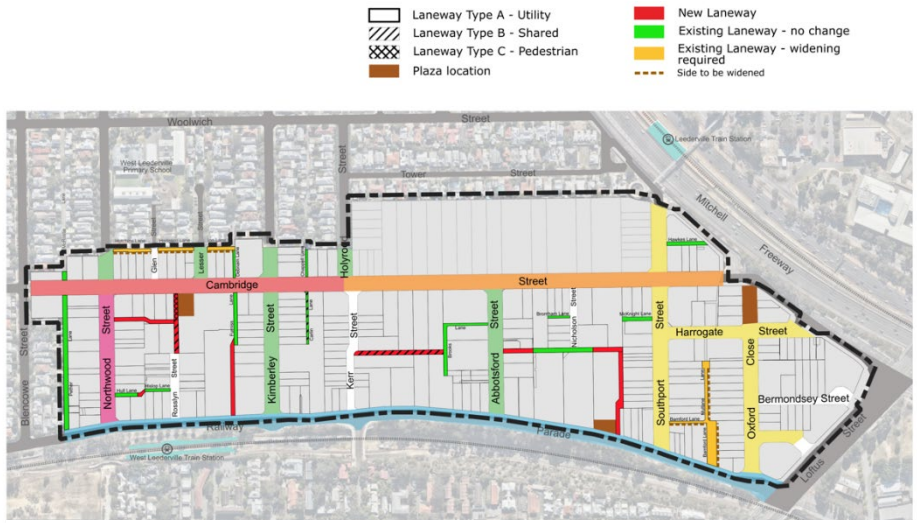


Figure 8 *Laneway Network Included in Structure Plan for Re-Advertising*

Figure 8 deletes the laneways as directed by the WAPC and also deletes:

- The proposed east-west laneway connection between Mullane Lane and Harrogate Street on the eastern end of the WLPSP area due to the fragmented subdivision pattern.
- The extension to McKnight Lane due to level difference with the proposed laneway on the adjoining site.

New laneways and laneway widenings are to be provided as a standard infrastructure development contribution in accordance with SPP 3.6 Infrastructure Contributions.

The WLPSP proposed laneway network to be readvertised as directed by the WAPC is detailed at Part 2, Section 4.7.3.3.

3.1.2 INTERNAL ROAD NETWORK

The most significant changes to the existing internal road network are as follows:

- Cambridge Street Bus Lanes to accommodate public transport demand growth, supported by parking supply restraint (subject to investigation), and
- Leederville Station Link: a long-term opportunity to provide a transit bridge over Mitchell Freeway to connect the WLPSP to Leederville Station. This envisaged to be a transit hub and is part of a long-term plan for the activity centre, providing direct bus or possible light rail link.

Other proposals affecting the internal road network includes:

- For new development on lots fronting Cambridge Street, vehicular access shall be taken from another road or laneway if at all practicable.
- Existing laneways are proposed to be widened to 6m to allow two way traffic. The widening will provide benefit to adjacent development, as it will provide alternative access for employees and residents, decreasing traffic along frontage streets. This will improve pedestrian safety and amenity, as there will be less conflict with vehicles along activated frontages. In addition, the reduction in crossover density allows for streetscape improvements including shade and shelter, spaces for commercial activation and other forms of local amenity. The inclusion of laneway widening in the WLPSP is consistent with the Town's Rights of Way Development Policy.

3.1.3 PUBLIC TRANSPORT NETWORK

The key intention of a TOD is to reduce car dependency, encouraging alternative methods of transportation.

The following outlines possible modifications to the public transport network:

- Potential new route along Northwood Street, continuing along Railway Parade;
- A new route along the proposed Leederville Station Link, to connect the Centre with Leederville in the City of Vincent; and
- It is also proposed that bus Route 97 be extended to Leederville Station. The route currently terminates at Subiaco Station.

In the longer-term, there is an opportunity to provide better public transport linkages to Leederville Station and the Town Centre via a transit bridge over the Freeway. However, the requirements for infrastructure are substantial, and outside of the development plan for the current build-out horizon.

Cambridge and Southport Streets are currently the only roads within the Activity Centre that accommodate bus services, with Cambridge Street identified as a key corridor for high frequency bus transit. However, the existing configuration of the road does not support any significant increase in frequency. In particular the Cambridge 'high street' (between Kerr Street and Blencowe Street) narrows into a single lane in each direction. Future increases in public transport frequency and pedestrian patronage will likely result in significant delays for all road users, including public transport.

Therefore, it is expected that in the long-term, assuming continued use of Cambridge Street by regional and local traffic, bus lanes will be a necessary component of the road cross-section. Further, modifications to Cambridge Street, including signalisation of key intersections, may be required to restore pedestrian crossing safety and network permeability.

3.1.4 PEDESTRIAN NETWORK

3.1.4.1 Internal Pedestrian Network

Pedestrian activity is critical to the success of any Activity Centre and in the case of West Leederville, connectivity to nearby train stations and bus stops is a fundamental element for the WLPSP area to be effective. To achieve this, the Plan proposes a number of improvements to the pedestrian network:

- Establish a well-connected and legible access and movement within the centre consistent with a transit oriented, 'Main Street' planning model, while at the same time protecting local residents from excessive "rat-running".
- Provide direct access to rail and street-based public transport and activity generators, generally following pedestrian desire lines.
- Enhance the 'fine grained' street network to provide multiple route options for pedestrians, cyclists and vehicles.

Improving the permeability and walkability of the WLPSP is critical to promoting mode shift. It is important to break up the existing large blocks by taking advantage of the opportunity to provide an enhanced laneway network through re-development. The Plan aims to enhance the existing laneway network to further increase the legibility of the network. The Laneways will also provide rear access to reduce the need for crossovers on street.

Figure 9 shows the future pedestrian movement network within the Centre.

3.1.4.2 External Pedestrian Network

Key generators outside of the WLPSP area include:

- Bob Hawke College
- Subi East Redevelopment
- Perth Modern School
- St John of God Hospital
- Subiaco Activity Centre

It is feasible that people will wish to walk (or cycle) from within the WLPSP area to these generators, or vice versa. To that end, shared path networks would extend outside of the Activity Centre to ensure continuous connections to those locations. In addition to the WLPSP, these routes may extend to:

- Railway Parade west of the Centre

- Hamilton Street

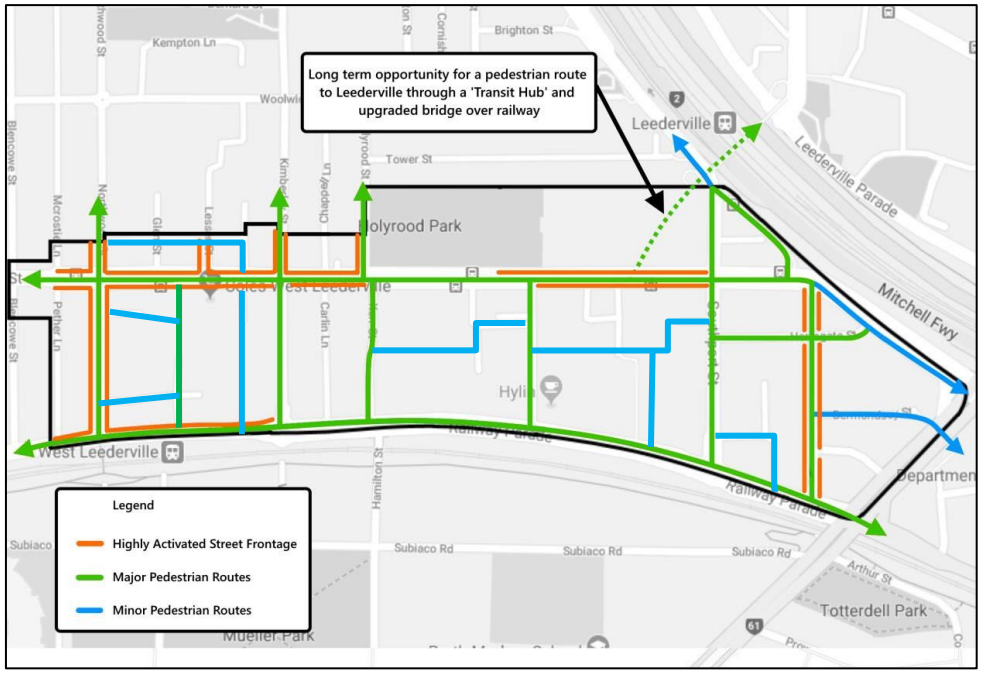


Figure 10 Future Pedestrian Movement Network

- Subiaco Road
- Salvado Road/McCourt Street/Cambridge Street (St John of God Hospital)

Collaboration with neighbouring Local Governments may be required in order to ensure connectivity and the availability of appropriate infrastructure along these routes.

3.1.5 CYCLING NETWORK

3.1.5.1 Internal Cycle Network

Cycling network expansion within the Centre is guided by the Cambridge Bike Plan which is shown for the precinct in **Figure 10**.

Due to high volumes of vehicles and narrow verge space, the Cambridge Street corridor is largely unsuitable for cycling in its current form. The TIA outlines that the preferred east west links across the Centre include Woolwich Street, Railway Parade, and the Fremantle Line PSP. However, speed reduction of Cambridge Street to 30km/hr through the Centre would allow safe cycling in mixed traffic.

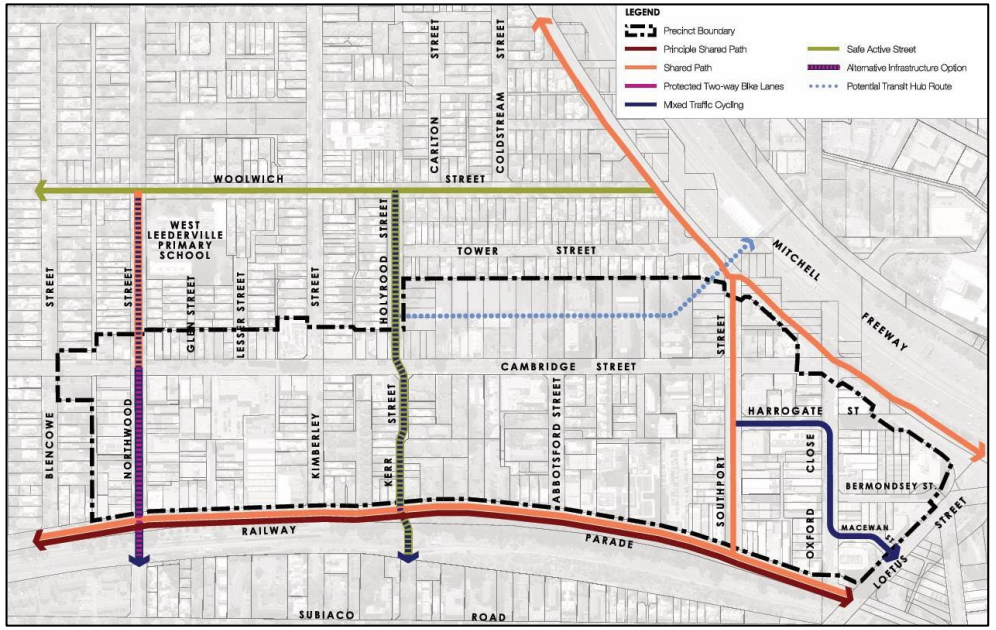


Figure 9 Proposed Cycling Network

North-south links are provided via Northwood Street and Kerr Street, with potential connection to the Subiaco East Redevelopment Area south of Railway Parade. A long-term opportunity for a cycling route to Leederville via a transit hub and upgraded bridge over Mitchell Freeway is also included.

Along with the introduction of cycling infrastructure within the WLPSP area, end-of-trip facilities and wayfinding would be required to support the new routes. Way-finding signage is necessary for visitors negotiating the WLPSP and is proposed in the following locations:

- Adjacent to Leederville and West Leederville Stations
- Within the Transit Hub
- On the corners of:
  - Railway Parade/ Northwood Street
  - Northwood Street/ Cambridge Street

Cambridge Street/ Kimberley Street

Kimberley Street/ Railway Parade

Cambridge Street/ Southport Street

Southport Street/ Railway Parade.

3.1.5.2 External Cycle Network

The Cambridge Bike Plan highlights the Town's priorities for cycling in its "Ultimate Cycling Network" map. The proposed network builds upon existing infrastructure to ensure numerous options for continuous routes in both the north-south and east-west directions. These routes provide options for all cyclist confidence levels.

3.1.6 SUMMARY OF PROPOSED STREET DESIGNS

3.1.6.1 Cambridge Street

Cambridge Street is proposed to retain its function as a 'High Street'. To facilitate the high public transport mode share necessary to support future development, Cambridge Street's role as a 'High Frequency Public Transport Corridor' will need to be enhanced.

Accordingly, bus routes are recommended along both sides of Cambridge Street which will aim to improve bus service reliability, increase public transport capacity and encourage people to use public transport to access the PSP area. This future modification would result four lanes (two each direction) through the Cambridge High Street corridor. The additional lanes are proposed to be dedicated bus lanes during peak periods and available for traffic and on- street parking outside peak times.

3.1.6.2 Southport Street

Southport Street is proposed to retain its function as a bus and vehicle route. Shared paths for cycling and pedestrians are located on the western side of the road, consistent with the Town's Bike Plan.

The roundabout at the intersection of Railway Parade is recommended to be reduced in size to a form more suitable to a town centre environment, with a mountable centre island for bus movement. This will result in larger verge area available for safe pedestrians or cyclist crossing, resulting in a better environment for active modes.

At the intersection of Cambridge Street, a right turn pocket on the southern approach is recommended to improve travel time for buses going into the Leederville Station bus interchange. A right turn pocket for the northern approach increases the capacity for right turn movements. For the western approach, a bus queue jump lane or dedicated bus lane would be required to support the future high-frequency bus corridor.

3.1.6.3 Northwood Street

Northwood Street is proposed to have a pedestrian focused street, with medium-high activated frontage, and potential alfresco dining. Two options have been investigated:

Option 1 - Footpath widening, angled parking and on-street cycling.

Proposed modifications include:

- Widened pedestrian paths on both sides of the street;
- Reduced road widths, which benefit pedestrians through reduction in crossing distance;
- Increases in tree canopy;
- Angled on-street parking, resulting in slight increase of supply from 26 to 31 bays; and
- On-street parking arranged in staggered manner along the carriageway creating a slight bend on the road to enforce low vehicular speed.

Cycling would be accommodated within a slow-speed mixed-traffic environment or a walking pace shared with pedestrians. Connection to and beyond Cambridge Street would be supported by improvements to the median, effectively converting the intersection into left-in/ left-out only.

Option 2 - One side Parallel Parking and Separated Bike Lanes.

An alternative option priorities Northwood Street as a cycling connection between the future Fremantle PSP (north side) and the PSP area. Proposed modifications include:

- A separate, two-way bicycle path on the western side of Northwood Street (as discussed in the Cambridge Bike Plan);
- Removal of on-street parking on the western side, loss of 11 bays; and
- Existing tree retention.

The wider road carriage width for this option precludes improvements to the verge provision and limits the opportunity for alfresco dining and improved public use

3.1.6.4 Railway Parade

Railway Parade primarily functions as a traffic corridor, though there are plans to activate development frontage in the vicinity of the West Leederville Station. Upgrades to the road adjacent to the Northwood Street intersection is to incorporate strong pedestrian access and connection through to West Leederville Train Station.

The TIA proposes that the existing cross section be generally retained, with the following improvements:

- Construction of a PSP on the southern side of Railway Parade, consistent with the recommendation of the Town's Bike Plan. The Town has conducted a feasibility study regarding the construction of this shared path, and found that the path would need to be constructed within the rail reserve; and
- Roundabouts at Kimberley Street and Southport Street could be reduced in size to be more suitable for a town centre environment

Image: Besk Bar, Kitchen and Bottle shop is an example of redevelopment within West Leederville providing activation of the precinct.

ACTIVITY

SECTION 3

3.1 EXISTING ACTIVITY

The centre comprises a wide range of land uses, with low, medium and high-density housing, together with office, light industrial and retail uses in two established commercial zones. The centre also displays some limited traditional strip-style commercial development along Cambridge Street and Railway Parade in the vicinity of the West Leederville train station.

The Town of Cambridge owns several large parcels of land on Cambridge Street which are currently occupied by the Town Hall, Leederville Sporting Club, a rose garden, car parking area and community garden, and are reserved for Parks and Recreation. The area is referred to as the community facilities hub (refer **Figure 11**).

3.1.1 PREDOMINANT USES

Grouped dwellings dominate Cambridge Street and in pockets east of Kimberley Street. There is a group of large, high-rise developments located on Cambridge Street which collectively contain almost 200 dwellings and range in height from 5 to 8 storeys.

Within the commercial areas, the predominant uses are offices in a variety of sizes, showrooms and warehousing and some small local service retail establishments located on the main roads.

There are a number of noticeable groupings of individual businesses which share a common activity. These are:

- Wholesale and retail florists in the section of Northwood Street between Railway Parade and Cambridge Street; and
- Medical suppliers/support services in the Southport Street/Oxford Close commercial area.

3.1.2 PROMINENT USES

By virtue of their large vertical scale, the most prominent uses in the centre are the high-rise developments located on Cambridge Street, which are well in excess of the generally one and two storey surrounding development. The large office development at No. 1 Cambridge Street is accentuated by its prominent position at the intersection of two major roads.

In addition, recent office and mixed-use developments along Railway Parade and the Coles development located on Cambridge Street have become a local retail destination in recent times and with its scale and design, in relation to surrounding buildings, has become a local landmark along Cambridge Street.

3.1.3 PREFERRED USES

The desired broad land use mix for the PSP area focuses on consolidating key intensification of residential activities in residential zoned areas and mixed-use development within the two commercial nodes.

Active retail frontages are required along:

- Cambridge Street (as a first priority);
- Northwood Street;
- A small portion of Railway Parade;
- Oxford Close; and
- The future pedestrian link from Railway Parade through to Cambridge Street (longer term).

The two commercial nodes will be separated by an area of medium to high density residential. The area around the Town Hall will remain predominantly for recreation and community facilities.

The Marq by Psaros development provides an example of mixed use, multi storey development likely to be delivered within the precinct.

The former Bethel site on Railway Parade provides an opportunity for more significant redevelopment and height.

Redevelopment of land fronting Railway Parade is creating street activation.

Existing multi-storey residential development within the Leederville Hub precinct.

Examples of existing small cottage residential lots fronting Kimberley Street.

Example of landmark building marking the entry point to the Activity Centre Precinct.

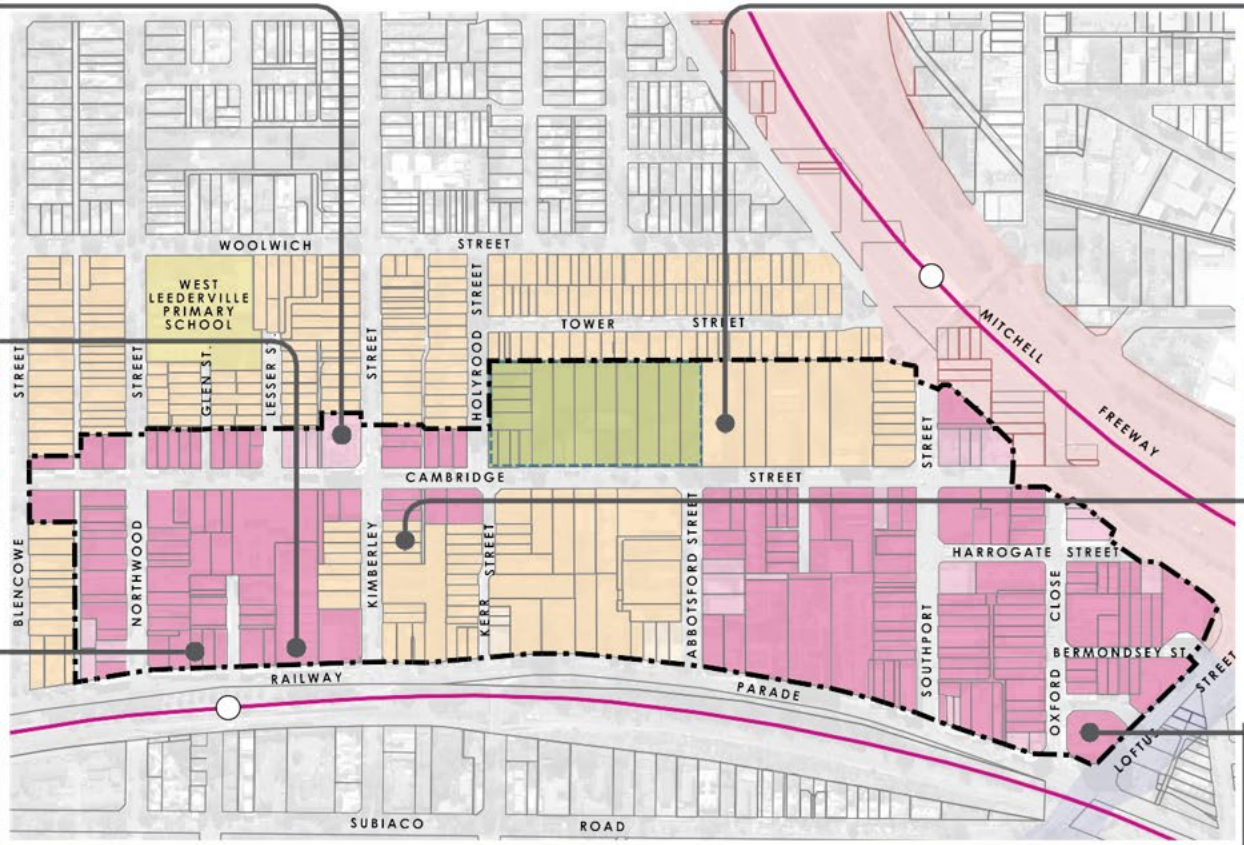


Figure 11 *Predominant and prominent uses within the PSP area.*

3.2 EXISTING LAND USES

3.2.1 EMPLOYMENT

The commercial profile of West Leederville is undergoing a period of transformation. Manufacturing, storage and distribution uses are increasingly being replaced with higher productivity commercial offices. Recent developments, including the WALGA building at 170 Railway Road and a 9-storey mixed use building at 3 Loftus Street have increased the amount of office and retail floorspace within the activity centre.

This WLPSP proposes two mixed use precincts that capitalise on the urban qualities and locational advantage of West Leederville. These mixed-use precincts are suitable for a range of businesses and will provide for a variety of employment opportunities. It is difficult to know in advance of development proposals the exact employment potential of West Leederville; however, the proposed rezoning of land and increased development potential creates the opportunity for retail, commercial, and entertainment/ recreational expansion, which is likely to increase the employment opportunities in the centre.

Employment potential of the centre will largely depend on the future development intensity. Redevelopment is likely to occur over time as market demand occurs. However, the rate of change can be accelerated by the initiation of actions, such as the introduction of an adopted plan, appropriate zoning changes and the commencement of public works improvements to improve the amenity and access of the centre.

3.2.2 FUTURE EMPLOYMENT

Based on the recommendations of the West Leederville Precinct Structure Plan regarding preferred land uses, the following future land use and employment mix for the nodes have been prepared (**Table 7, Table 8** and **Table 9)**. An Economic analysis of the PSP area is contained at **Appendix 2.**

Table 7 Key floorspace and employment estimates for the PSP area currently

Land Use	Precinct 1 - Cambridge High Street		Precinct 3 - Southport Street	
	Floorspace (m^2 NLA)	Employees (FTE)	Floorspace (m^2 NLA)	Employees (FTE)
Entertainment / Recreation / Culture	1,064	36	310	20
Health / Welfare / Community Services	2,000	43	960	31
Manufacturing / Processing / Fabrication	200	1	1,687	20
Office / Business	13,264	497	23,167	751
Primary / Rural	-	-	-	-
Other Retail	-	-	-	-
Residential	-	-	1,630	19
Service Industry	1,000	14	1,440	16
Shop / Retail	4,843	143	3,167	74
Storage / Distribution	1,967	26	1,479	16
Utilities / Communication	1,506	4	3,400	16
Vacant Floor Area	1,813	-	18,294	-
Total	**27,657**	**764**	**55,534**	**963**

Table 8 *Key floorspace and employment estimates for Precinct 1 (Cambridge High Street) and Precinct 3 (Southport Street) in the future.*

Land Use	Precinct 1 - Cambridge High Street		Precinct 3 - Southport Street	
	Floorspace (m^2 NLA)	Employees (FTE)	Floorspace (m^2 NLA)	Employees (FTE)
Entertainment / Recreation / Culture	2,190	30	1,609	22
Health / Welfare / Community Services	2,234	39	2,211	39
Manufacturing / Processing / Fabrication	-	-	2,634	21
Office / Business	15,234	692	42,931	1951
Primary / Rural	-	-	-	-
Other Retail	-	-	-	-
Residential	-	-	2,587	34
Service Industry	1,219	12	2,602	26
Shop / Retail	16,000	615	8,308	320
Storage / Distribution	-	-	2,552	10
Utilities / Communication	1,625	9	8,507	47
Vacant Floor Area	-	-	-	-

Table 9 *Key floorspace and employment estimates for Precinct 4 (Leederville Hub) in the future.*

Land Use	Floorspace (m^2 NLA)	Employees (FTE)
Entertainment / Recreation / Culture	1,642	22
Health / Welfare / Community Services	210	4
Office / Business	13,205	600

3.2.3 RETAIL NEEDS ASSESSMENT

The retail strip along Cambridge Street is emerging as a local shopping destination with the Coles development as an anchor for other retail uses. This area would benefit from an improved pedestrian connection from West Leederville train station to help channel pedestrian traffic.

The adjacent Leederville Town Centre also provides nearby shopping and leisure activities for West Leederville residents; however, access to the centre is compromised by the Freeway. If the barrier could be removed or reduced in severity to allow good pedestrian and vehicular movement to and from Leederville, this would likely lessen the need for major retailing in West Leederville.

Residents are an essential component to the development and sustainability of any retail, as their expenditure is generally greater and more frequent. Additional residential development within the centre would greatly assist the feasibility of any retail expansion. Pracsys has undertaken a retail needs assessment of the three nodes that contain commercial land use, which has identified the viability scores outlined in Table 10.

A viability score of between 50% and 70% is the minimum threshold range for the nominated activity. This reflects a conservative view taking into consideration that the centre will evolve gradually over time as the market takes up redevelopment opportunities.

On the grounds of commercial viability, the results of the analysis support the level of development proposed.

Table 10 Retail Needs Assessment for the PSP area

Precinct	Percentage of Proposed Retail Floorspace that is viable	Percentage of Proposed Entertainment Floorspace that is viable
Precinct 1 - Cambridge High Street	48%	171%
Precinct 2 - Kimberley St to Abbotsford Street	N/A	N/A
Precinct 3 - Southport Street	95%	233%
Precinct 4 - Leederville Hub	N/A	N/A
Total	**91%**	**109%**

3.2.4 RESIDENTIAL DWELLING TARGETS

The centre contains a mix of character and modern single homes, and varying styles and sizes of group or multi-unit housing developments. Recent years has also seen a number of mixed-use developments (commercial with residential above) constructed in the centre, adding further to housing types and form in the area.

State Planning Policy 4.2 – Activity Centres designates West Leederville as a District Centre and sets out density targets of 35+ dwellings per gross urban zoned hectare for District Centres in proximity to train stations.

The *Central Sub-Regional Planning Framework* sets a minimum infill housing target for the Town of Cambridge of just over 6,830 new dwellings by 2050. The Framework promotes 'connected' city growth with a high proportion of infill development in well serviced locations, particularly along transport corridors.

The Local Planning Strategy demonstrates how the targets in the framework are to be achieved and indicates that between 1,800 and 2,300 new dwellings are to be developed within the West Leederville District Centre.

A dwelling and yield analysis of West Leederville district and surrounding area was undertaken in April 2018 and updated in May 2024 to understand the projected residential dwellings for the area. The April 2018 analysis estimates that the existing WLPSP area has 985 existing dwellings, and the density is approximately 24 dwellings per hectare.

The 2024 review estimates that the WAPC modified WLPSP will yield 1,950 – 2,500 dwellings (see **Appendix 3**).

Assuming that 20% of existing dwellings are demolished through redevelopment the theoretical capacity of the area is 2,738- 3,288 Dwellings. This gives a development density of 101- 119 dwellings per gross ha with a total number of dwellings between 2,738 and 3,288.

Assuming 2.2 residents per dwelling, the total population capacity of the area is 6,023 – 7,893 persons.

Therefore, the WLPSP capacity greatly exceeds the minimum and desirable targets of 30 dwellings per gross hectares as specified in SPP 4.2. However, it is considered that West Leederville is able to support greater densities than the minimum and desirable targets for District Centres due to connectivity and accessibility to public transportation. Table 11 and **Figure 12** below show the estimated Residential Development yields for the WLPSP area.

Table 11 *Overview of the dwelling yield analysis undertaken for the PSP area.*

Precinct	Total Developable Area (Net)	Estimated Dwelling Yield	
		Moderate Growth Scenario	High Growth Scenario
Precinct 1 - Cambridge High Street	5.01 Hectares	555	705
Precinct 2 - Kimberley St to Abbotsford St	4.28 Hectares	200	250
Precinct 3 - Southport Street	7.83 Hectares	900	1,150
Precinct 4 - Leederville Hub	2.62 Hectares	300	400
Total	**19.74 Hectares**	**1,955**	**2,505**

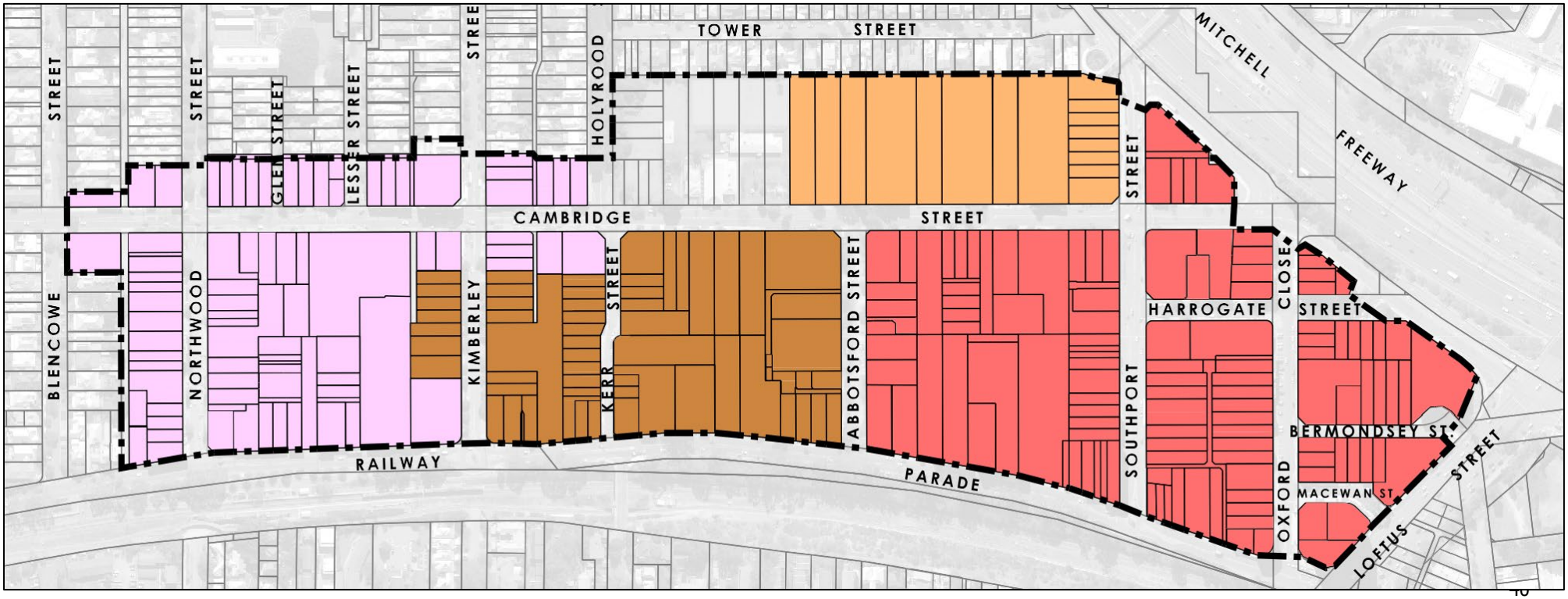


Figure 12 *Overview of the dwelling yield analysis undertaken for the PSP area*

Image: The Integration of public art with new built form provides for visual interest and reinforcement of local character within the area.

URBAN FORM

SECTION 4

4.1 URBAN STRUCTURE AND BUILT FORM

The centre was subdivided in a number of different phases in the late nineteenth century, creating a north-south/east-west grid pattern of streets flanked by lots of varied frontages and depths. Narrow back lanes were laid out in an irregular pattern behind some of the lots.

In its subdivision pattern and built form, the area east of Northwood Street represents two distinct major phases of development. That is, the early subdivision development of the 1890s to 1920s, and a major phase of redevelopment and consolidation since the 1950s. As a result, it has neither retained nor developed a unified townscape character.

The street pattern in the centre has been modified over time, particularly by the extension of Cambridge Street as a through-road and by the construction of the Mitchell Freeway. The physical impact of the Freeway included the resumption of lots near Loftus Street, the truncation of Harrogate Street, the realignment of Cambridge Street, and the severance of the (former) major north-south route in the area – Oxford Street.

Some of the original lots have also been consolidated to form larger commercial properties and medium-density residential developments. The very large lots on the north side of Cambridge Street between Holyrood Street and Southport Street are unusual in the area. There are, however, a few more similar-sized lots scattered along Railway Parade.

4.2 SCALE AND BUILT FORM CHARACTERISTICS

Consistent with the mixed use and age of the buildings; style, scale, materials and form are also diverse. In general, buildings range between one and three storeys, and include a mixture of masonry and steel, and some remnant old dwellings of timber construction.

Recent residential and commercial developments have embraced more contemporary building styles and construction forms such as tilt-up concrete and steel, with flat or skillion roofs. The scale of commercial developments is gradually increasing within the centre. The Town's planning framework has allowed for up to 4, 6 and 10 storeys, however modifications to the heights of buildings are proposed by the WAPC and have been advertised with this version of the structure plan.

Some isolated cases of lot amalgamations are taking place within the commercial areas, although assembling a number of lots for redevelopment can be difficult due to multiple ownerships. Those amalgamations that have taken place have resulted in the development of bulkier and taller buildings. This trend would seem set to continue, albeit slowly.

4.3 PROPERTY OWNERSHIP

An examination of land ownership within the centre reveals a large number of landowners, with few holding multiple lots (**Figure 13**).

In the two main commercial precincts there are some owners who hold two adjoining lots, but there are no examples of significant number of lots being held by one landowner.

The large residential developments and numerous townhouse complexes scattered throughout the centre are held under strata title conditions, made up of many individual owners. The eventual demolition and redevelopment of these complexes – especially the older and very large flat buildings on Cambridge Street – could prove difficult to achieve.

Due to the multiplicity of landowners in the commercially zoned areas, and the generally small size of the lots, little consolidation has occurred in these areas to date.

4.4 SIGNIFICANT LANDHOLDINGS

4.4.1 PRIVATE LANDHOLDINGS

The Town of Cambridge is the biggest land holder in the West Leederville Activity Centre, owning the lots associated with the Community Node. In addition, the Town owns:

- Two lots further east along Cambridge Street. Both lots are located between existing large apartments and are currently vacant; and
- Three lots on Southport Street adjacent to the pedestrian spiral footbridge to Leederville Train Station.

There is only one vacant, large commercially zoned lot that is held in single ownership.

4.4.2 STATE GOVERNMENT LANDHOLDINGS

The State Government (through Main Roads WA) owns several lots, which comprises a relatively small area, but strategically located - adjacent to the Leederville Train Station and Freeway.

Adjacent to the WLPSP area, the State Government has responsibility for the Subiaco Redevelopment Area which includes the new Bob Hawke College and Perth Modern Schools, as well as significant redevelopment of the former Princess Margaret Hospital, the former Subiaco Oval site and surrounding land up to the Fremantle rail line.

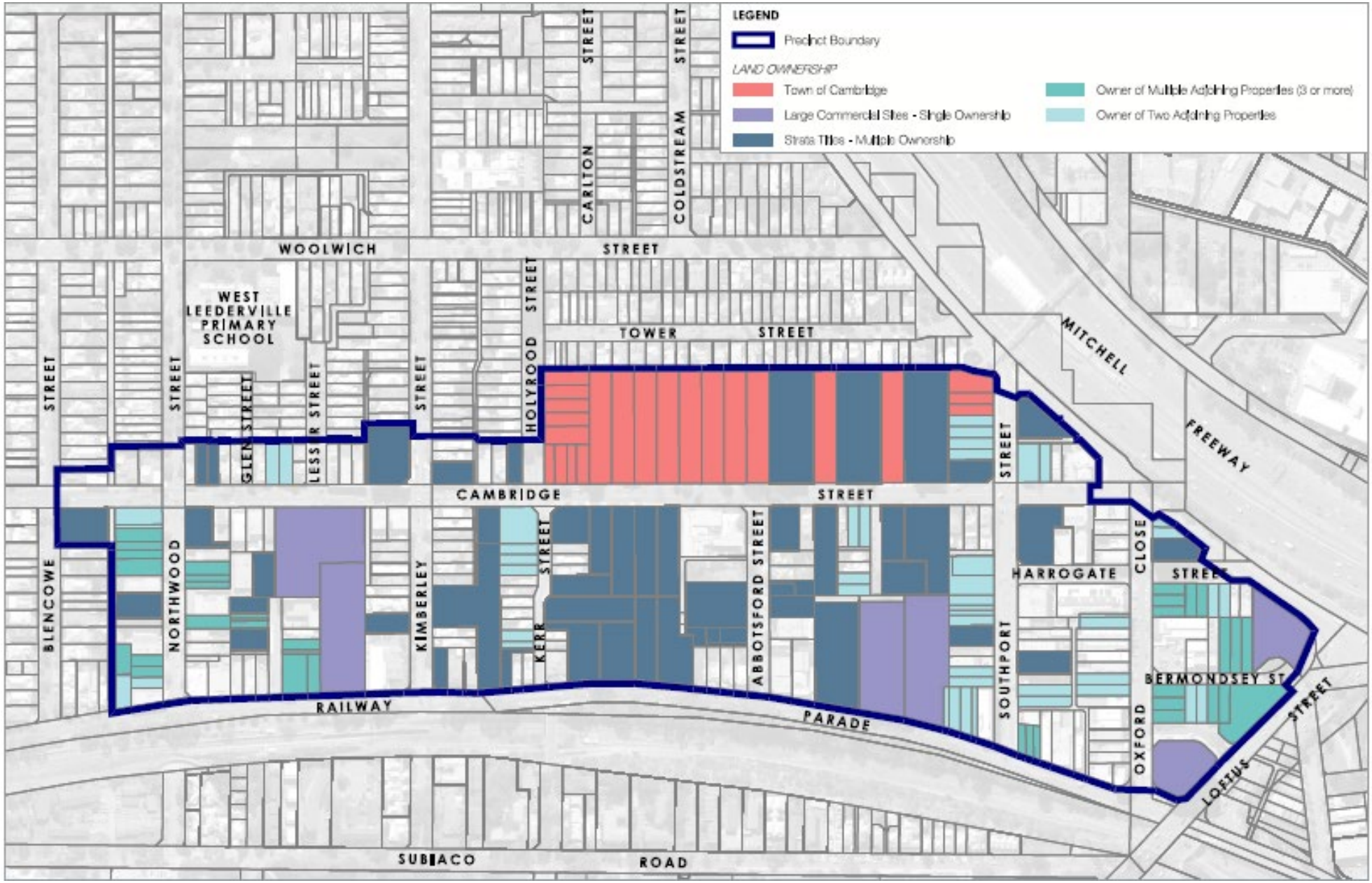


Figure 13 *: Land ownership plan for the ACP area*

4.5 AGE AND CONDITION OF DEVELOPMENT

The buildings within the PSP area are of mixed use and age. Examples of development can be found that represent most decades of the last 100 years. Some remnant housing dating from the original development of the area in the 1890s-1920s period survives, together with the small, traditional retail precinct related to the West Leederville Railway Station.

4.6 HERITAGE

In December 2020, the Town a comprehensive review of its 'Local Heritage Survey' under the *Heritage Act 2018*. As outlined below, several places and areas that hold state and local heritage significance or interest are located within the PSP area.

4.6.1 HERITAGE PLACES AND AREAS

The following Heritage Listed places are located within the PSP area:

- Leederville Town Hall and Recreation Complex – 81-84 Cambridge Street (2195);
- Leederville War Memorial and Rose Garden – 78-80 Cambridge Street (23872);
- House and Surgery (fmr) – 3 Kimberley Street (8879); and
- Holyrood Street Heritage Area – between Cambridge and Woolwich Streets (26234).

Leederville Town Hall and Recreation Complex is also entered on the State Register of Heritage Places in accordance with the *Heritage Act 2018*.

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 LPS1 to encourage the preservation and enhancement of these valued places.

Four other places of heritage interest are included in the Town's Local Heritage Survey:

- Baptist Church (fmr) historic site – 77 Cambridge Street (2194);
- Strathmore Wine Saloon (fmr) – 95-99 Cambridge Street (26237);
- Petrol Station (fmr) – 144 Cambridge Street (26215);
- Commercial Premises – 256 – 276 Railway Parade (26246); and

There are a number of Heritage Listed Places just outside the PSP area as outlined below:

- Residence - 1 Glen Street (26216);
- Residence - 5 Glen Street (3448);
- Residence - 7 Glen Street (26229);
- Residence - 9 Glen Street (26245);
- West Leederville Primary School – 58 Northwood Street (2208) (**on State Register);
- House – 3 Lesser Street (3449);
- Leederville Fire Station No. 2 (fmr) – 65 Kimberley Street (8876); and
- Uniting Church (fmr) – 79 Woolwich Street (2207) (**LHS only)

Figure 14 below illustrates Heritage places within the WLPSP area and its immediate surrounds.

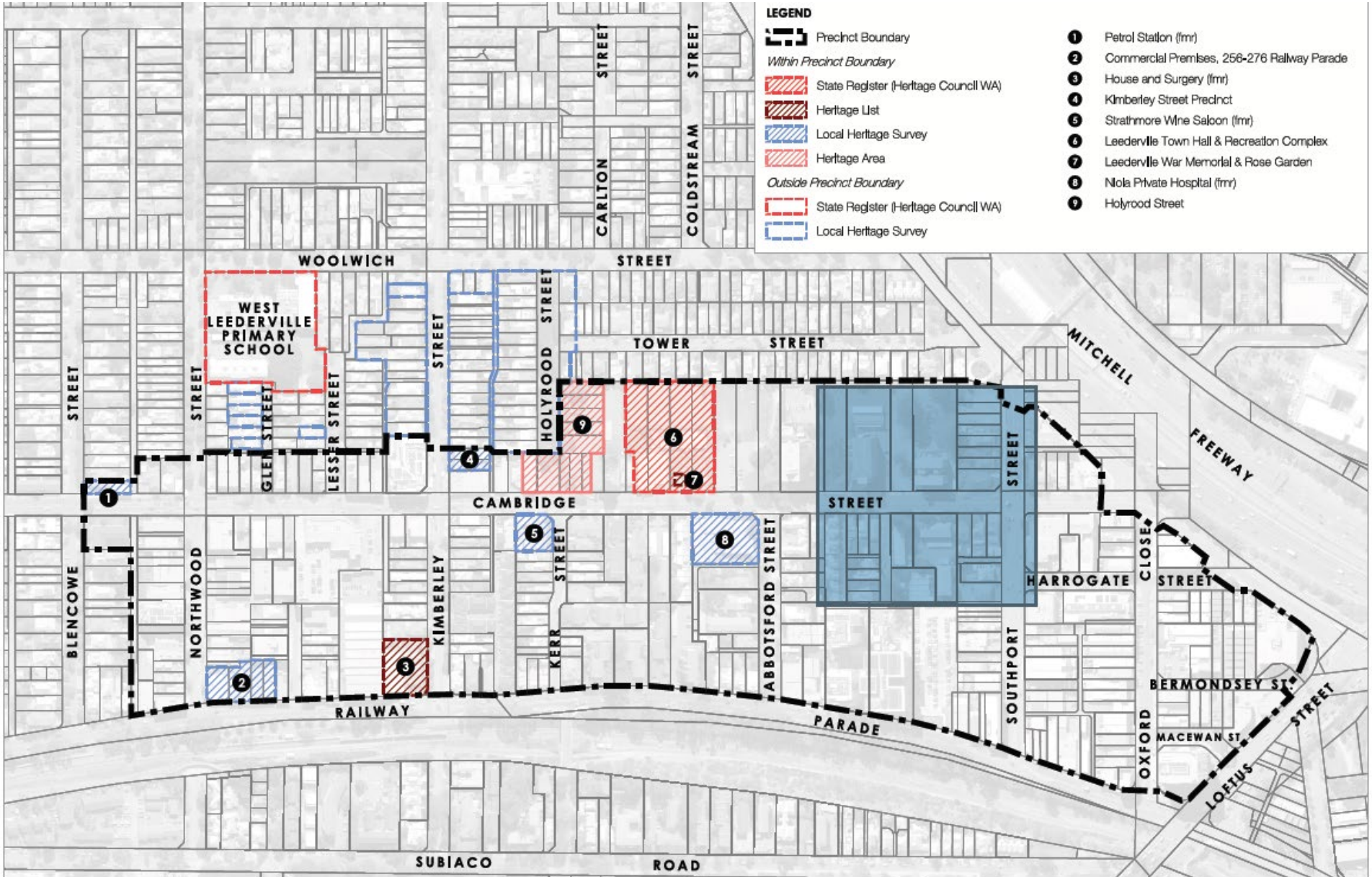


Figure 14 *Identified Heritage Listed Sites within the WLPSP area and immediate surrounds*

4.7 BUILT FORM AND STRUCTURE

The proposed built form is focused on mixed use, higher density development to leverage the inner-city location and superior access to high frequency public transport, and a reduced scale at the interface with the surrounding suburban residential development.

The WLPSP is proposed to enhance the existing laneway network to improve permeability, streetscapes and amenity.

The key considerations are outlined in the following sections.

4.7.1 BUILT FORM SETBACKS

Setbacks, building separation and visual privacy requirements are proposed to align with the Residential Design Codes (Planning Codes) except as varied in relation to laneways (discussed further below).

4.7.2 RESIDENTIAL DENSITY AND BUILDING HEIGHT

The West Leederville Precinct is immediately adjacent to the Perth Capital City (West Perth) and to the key Secondary Centres of Leederville and Subiaco. It is easily accessible being in walking distance of the West Leederville and Leederville Train Stations with a high frequency of bus service along Cambridge Street. The precinct services the daily and weekly needs of its residents and provides a range of specialist services for wider Perth. SPP 4.2 identifies that District Centres with a rail station should be a focus for medium and high-density housing and employment growth.

Lots in the Subi East redevelopment area, to the south of the West Leederville district centre, are subject to a maximum height limit of 18 storeys, with some lots to the south-west subject to a maximum height limit of 23 storeys. In the Leederville Secondary Centre to the north, heights of around 23 storeys are currently under consideration for some sites. West Leederville is a lower order centre than both Subiaco and Leederville (which are both secondary centres) and has a low density established residential neighbourhood in relatively close proximity, so some stepping down of heights from those contemplated in the Subiaco and Leederville centres is considered appropriate.

4.7.2.1 Precinct 1 – Cambridge High Street

Precinct 1 – Cambridge High Street is proposed to be coded R-AC1 in the core in recognition of its central location between the Cambridge Street Urban Corridor and the West Leederville Train Station.

The Rosslyn Quarter (which includes the current Coles shopping complex and land south to Railway Parade) is located in the central portion of Precinct 1 between Cambridge Street and the Leederville Train Station. However, Rosslyn Street and Furniss Lane do not currently connect through to Cambridge Street and Railway Parade respectively, resulting in a very large block width of 200 metres. A new connection between Cambridge Street and the Leederville Railway Station is proposed to improve accessibility and a public plaza is proposed to provide local amenity, with both being feasible due to the consolidated landownership. On this basis, a height limit of 18 storeys is proposed for the Rosslyn Quarter, recognising the area's key location and the benefits of having additional access and a plaza as part of future development.

The land between Northwood Street and Rosslyn Street (immediately west of the Rosslyn Quarter) is also located in proximity to the West Leederville Train Station and away from sensitive residential areas. A base height of 12 storeys is proposed to capitalise on the area's strategic location close to the West Leederville Train Station and enable a downward transition from the Rosslyn Quarter.

An R-Coding of R-AC3 is proposed along neighbouring boundaries to Precinct 1 where a six-storey height limit will provide an appropriate interface with the lower density residential areas to the west and north.

4.7.2.2 Precinct 2 – Kimberley Street to Abbotsford Street

Precinct 2 comprises a mix of town houses, apartments, and has some commercial and medical uses along Cambridge Street. The existing housing stock ranges in height from mostly two to four storeys, and up to six storeys in the case of a recently constructed extension to the Abbotsford Private Hospital (corner of Cambridge and Abbotsford Streets).

The western portion of Precinct 2 is proposed to be Coded R80 with a four-storey limit for new development to appropriately interface with and maintain the residential character of this area, which contains many strata developments that have little prospect of redevelopment.

The portion of the precinct along Railway Parade and for the entire street block between Kerr and Abbotsford Streets is located close to the West Leederville Train Station and sufficient density and height is likely be needed to encourage redevelopment of these older strata properties. Therefore, this portion of Precinct 2 to R-AC3, which corresponds with a six-storey height limit.

4.7.2.3 Precinct 3 – Southport Street

Precinct 3 currently contains mostly commercial/service-commercial type uses. It is located close to the Perth CBD and is highly accessible to pedestrians due to the proximity of the Leederville Train Station and high frequency bus routes along Cambridge Street. The area already contains substantial developments including several nine storey buildings. The Town's existing West Leederville LPP allows for 10 storeys in this area.

Land on the northern side of Cambridge Street, adjacent to this area in Precinct 4, currently

contains several existing older apartment buildings of up to eight storeys in height. It is proposed to include a Code of R-AC1 (nine storeys) for this land.

Precinct 3 is near Leederville Train Station and the Perth CBD. The precinct comprises most lots in single ownership and does not contain sensitive residential uses, which presents an opportunity to increase base heights for the remainder of the precinct to 12 storeys with an R Coding of RAC-1. Based on the bonus height system many of the sites in this area could be developed for up to two additional storeys (total 14 storeys where a laneway is proposed) or for one site six additional storeys (total 18 storeys where a laneway and a plaza are proposed), which corresponds with the maximum height contemplated for the Rosslyn Quarter.

4.7.2.4 Precinct 4 – Leederville Hub

Precinct 4 will be subject to further planning.

4.7.3 LANEWAYS AND PLAZAS

Significant development potential has been afforded to properties by this Structure Plan. As it intensifies it needs to be designed to organise the new parts so that the whole – the place, is greater than the sum of the parts – not just individual buildings and developments (**Figure 15**).

Pedestrian-friendly town centres are established in a fine-grained grid pattern, with lots of intersections, close together. Street blocks are short, and the street pattern is critically important because it is on the street where the life of these places is played out, not in the residential or commercial buildings which surround them.

A grid pattern makes for an easily navigable place as it provides for choice of direction, and combined with multiple intersections allows residents and visitors choice to move through the urban landscape. Intersections slow down vehicles, improving the amenity of the footpath.

West Leederville is comprised of a coarse grain of very large street blocks – for example the Precinct 1 Cambridge High Street is a perimeter block of 220m x 190m without connecting internal streets or laneways (**Figure 16**). That is very long and wide for a town centre. New and augmented laneways are needed to facilitate high quality places as the PSP redevelops. As significant additional development potential is given to properties within the WLPSP area, the WLPSP requires an infrastructure contribution in accordance with SPP 3.6. To ensure that redevelopment of sites ceding land is not disincentivised, additional height and plot ratio concessions are afforded to these properties

The exception to this is properties within the Rosslyn Quarter. Owners of properties within the Rosslyn Quarter made representation to the WAPC and as a result additional height has been afforded to the area in exchange for the provision of laneways and a plaza. As a result of this these properties have been exempted from the value capture system (see Western Australian Planning Commission, Statutory Planning Committee Meeting 7715, Tuesday 15 February 2024, Item 8.1).

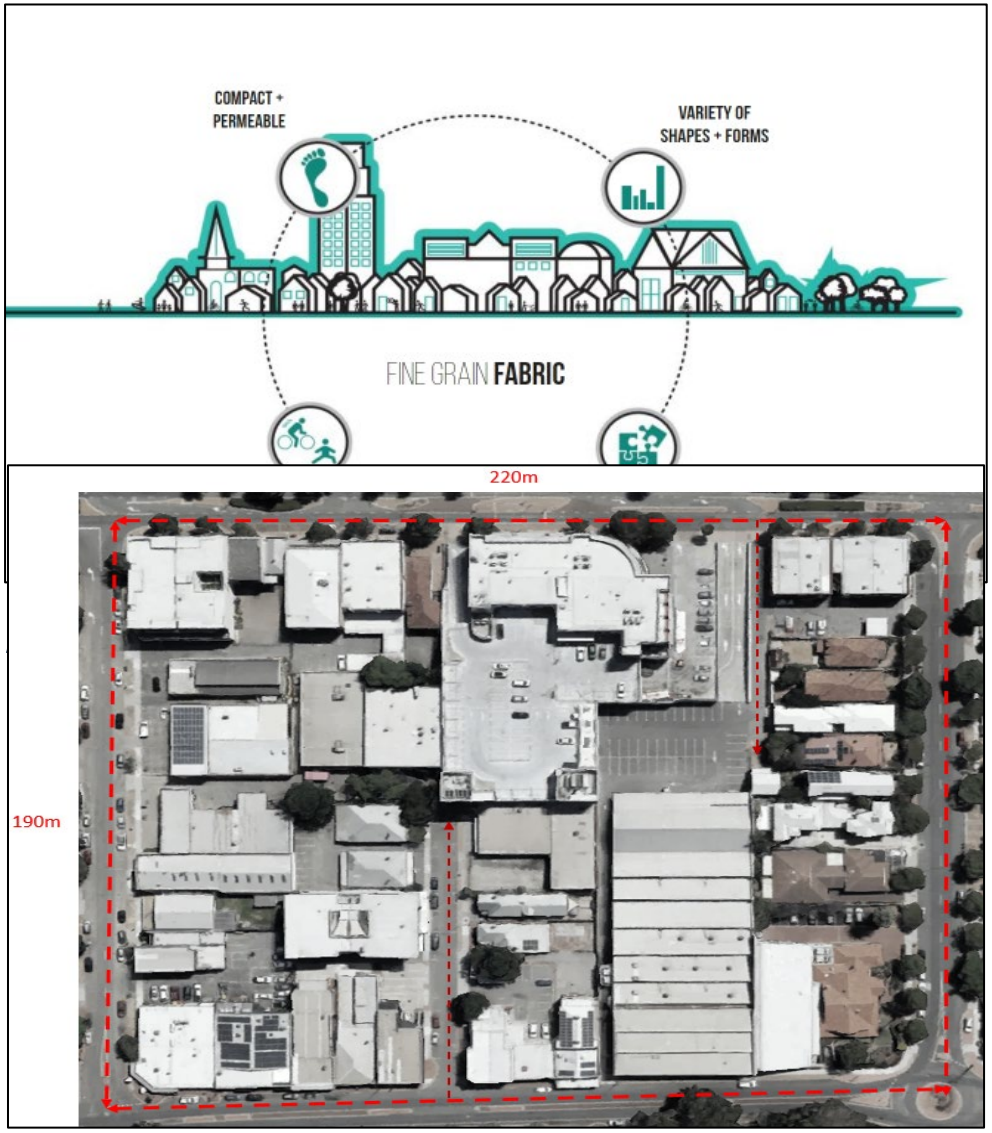


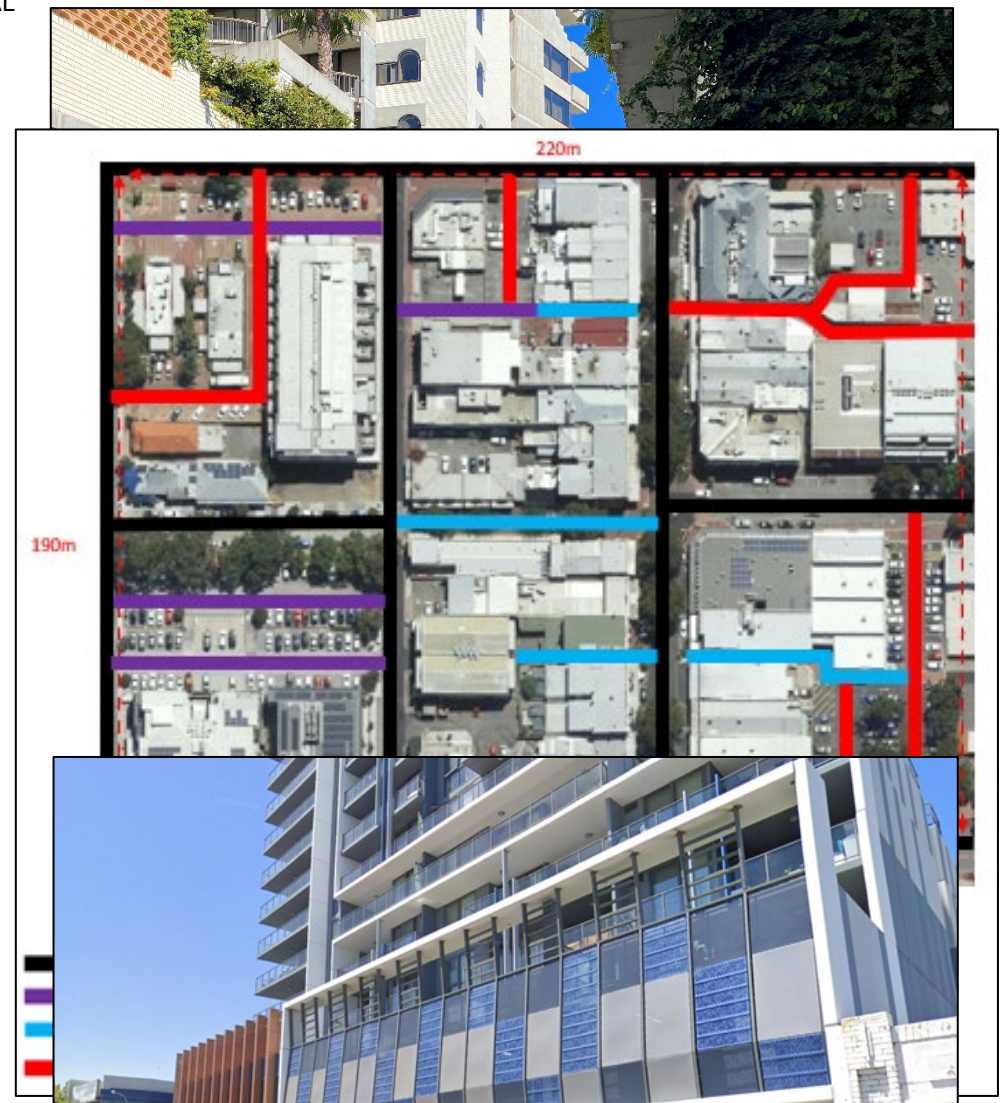
Figure 156: *Precinct 1 – Cambridge High Street.*

In comparison with West Leederville, the Subiaco town centre has developed a fine grained and interconnected network of vehicular, pedestrian and shared circulation routes as indicated in **Figure 17**.

The experience of the pedestrian is determined by the building frontage alongside. Ground-floor frontages with shopfronts and outdoor facing cafes are desirable in commercial areas (**Figure 18**). Front verandahs, fenestrated walls and landscaped yards provide an attractive and friendly residential street.

There are several advantages of providing for a finer-grained movement network as West Leederville develops under the WLPSP:

- West Leederville will become easier to navigate as pedestrians have a wider choice of directions, and in particular, pedestrians will be able to move more directly to West Leederville and Leederville Train Stations;
- Help shift mode share from cars, by providing a network of safe, attractive, friendly and efficient streets and laneways;
- Provide alternative access preventing regular and large-sized driveways facing key streets to avoid an ugly and broken up car-dominated streetscape; and
- Provide additional frontage to enable access to natural light and ventilation, as well as a quality urban character intra-block to complement street-facing development.



Figu *ork.*

Figure 16 *Density without a supportive street network for rear access resulting in front-loaded buildings with a car and utility dominated streetscape*

4.7.3.1 Laneways and Yield Impacts

Laneways are thoroughfares that are quite different to streets.

Streets are inherently multifunctional, being the primary routes for both active and vehicular movement in an urban area and typically provide for both at the same time. In streets there is also an expectation of a distinct separation between active and vehicular movement, as well as an expectation of landscape, street trees and activation of the street front through commercial and/or residential land uses at ground level. All of this requires streets to be relatively wide to accommodate all these functions and the WLPSP acknowledges that there is a wide range of different street types and widths, ranging from urban arterial streets to retail main streets and residential access streets.

Laneways are secondary thoroughfares and perform different functions depending on the place, the degree of connectivity and the aspirations (or lack thereof) of the planning framework. In a more intense urban areas, laneways are critical to achieving good streetscape and good pedestrian amenity in urban locations. Laneways enable elements such as access routes to car parking, waste management, fire services, utility meters, electricity transformers etc. to relocated to the rear or side of a building rather than being located at the front of a building where wide vehicle openings for cars and services and utility elements would otherwise create vehicle/pedestrian conflict points, reduce the extent of valuable and active street frontage, and diminish the ambience and appeal of the streetscape.

Whilst it might be argued that the provision of a laneway reduces the overall yield of development, this is not correct for West Leederville. Development would still need to be setback from a rear boundary to meet the building separation and visual privacy provisions of the R-Codes, which typically results in rear setbacks from 3m for walls with windows to bedrooms to 6m-9m for walls with balconies and windows to living areas **(Figure 21).**

So, ultimately, the decision to establish a rear laneway over a landscaped rear setback has little bearing on development yield because the footprint of the accommodation levels remains much the same but comes with all the attendant benefits of having a rear lane.

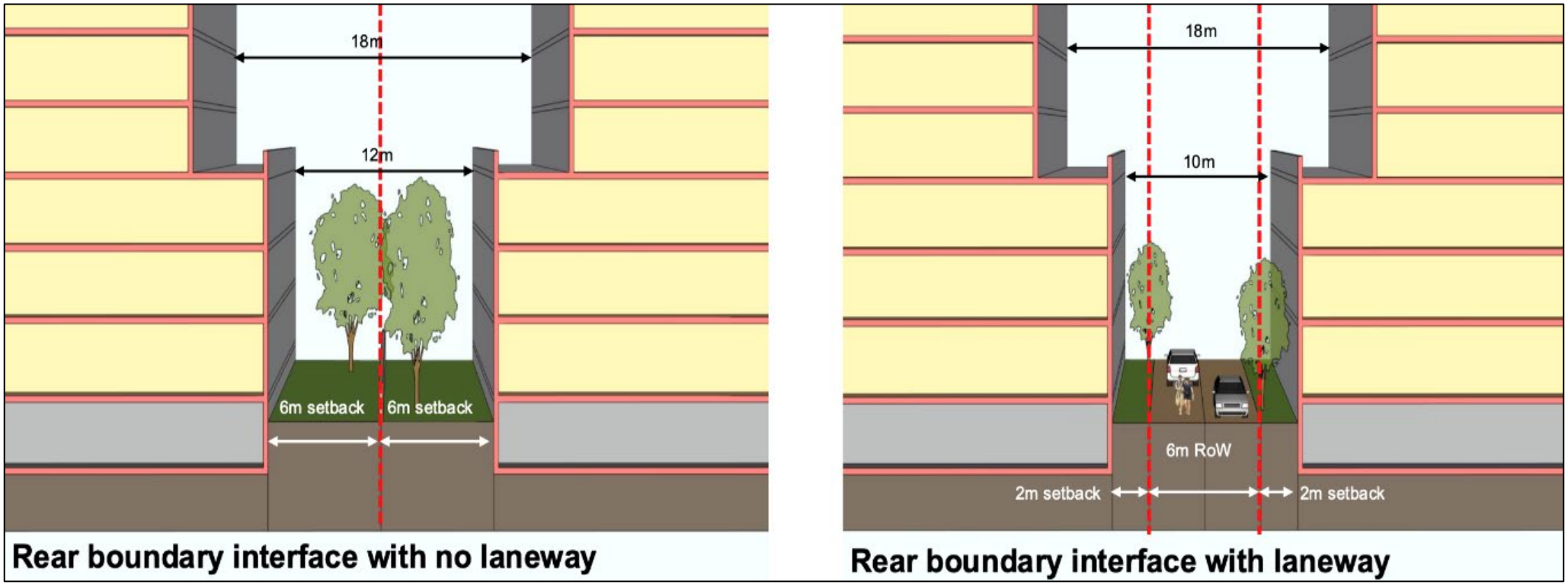


Figure 18 R-Code Setbacks V's WLPSP Laneway Setbacks

4.7.3.2 Laneway Types

The most common form of laneway is best described as 'utilitarian' and is, in effect, the default laneway envisaged by Liveable Neighbourhoods. The primary purpose of a 'utilitarian' laneway is to provide access to car parking (to avoid crossovers and car parks diminishing streetscapes) and access for services such as waste collection (to avoid the impact of bins on the streetscape).

However, whilst the 'utilitarian' laneway type is sufficient for most suburban places where there is limited density and little in the way of active movement, higher density urban places with more people present opportunities for laneways to form part of the active movement network and enable a finer-grained pedestrian network. In these places, more intensive development means that laneways are not hidden from the sight of residents behind rear garages as they are in suburban area but become spaces that provide an outlook for adjacent residential and commercial uses. In this respect, even a utilitarian laneway is expected to behave more like a street, even if it is a narrower and less significant street.

In more intensive urban situations, the default planning framework for the form and character of the utilitarian laneway in is insufficient and instruments such as PSPs need to provide further guidance.

Type A Utility

Type A Utility Laneways (**Figure 22**) are a narrow service thoroughfare typically running through the middle or end of a block that permits access to the rear of a property. They are primarily designed for cars but may have occasional use by pedestrians.

Utility laneways provide access to off-street parking, and can be used for utility easements,

service and waste collection. In doing so they allow a contiguous frontage to be maintained on the adjoining streets and avoid multiple driveways that interrupt pedestrian movement by allowing garage access from the rear and avoiding driveways front-loaded garages and parking structures.

Several existing laneways in West Leederville such as Pether Lane provide a utility function.

Type B Shared for Pedestrian and vehicles

In shared laneways (**Figure 23**) vehicles, pedestrians, and cyclists share the same space, with an emphasis on managing vehicle traffic and creating a safer atmosphere by encouraging social interaction, enhancing walkability, and promoting a sense of community while prioritising the well-being and safety of pedestrians and cyclists.

The quality of a shared laneway is a combination of the adjoining architectural design and the configuration of the right-of-way.

The design and disposition of windows and other exterior openings of a building should face the laneway for pedestrian safety and amenity for the natural surveillance of the laneway. To

Figure 19 *Type A Utility Laneway providing access to off-street parking, and can be used for utility easements, service and waste collection.*

Figure 20 *Shared street in the Netherlands designed to slow car speeds with traffic calming strategies such as street furniture, increased trees and plants, bollards, limited sight distance and narrow paths of travel.*

offer residents a greater sense of ease, safety and comfort when walking the laneway should be designed to slow car speeds with traffic calming strategies such as street furniture, increased trees and plants, bollards, limited sight distance and narrow paths of travel.

Type C Pedestrian Laneway

Pedestrian 'laneways' proposed for West Leederville differ from other laneways as they can be an open passageway or part of a building (**Figure 24**) such as an arcade. Rather than ceded as a right-of-way into public ownership can be delivered through a shared easement. They are intended to be part of an overall urban composition as a response to adjoining architectural conditions. If open to the sky, they are typically furnished with paving, landscaping, lighting and amenities

.

Figure 21 Pedestrian Arcade Designed as a Component of a Building

4.7.3.3 WLPSP Laneway Network

Existing laneways in West Leederville are proposed to be widened and new laneways added as development occurs to provide alternative access and additional frontages to support the intensification of the district centre. **Attachment** 4 contains further details on the Laneway Network.

Precinct 1 Cambridge High Street

Planned laneways are:

- Hutchins Lane, Hodgson Lane and Ion Lane are proposed to be widened to 6 metres to facilitate more intense development along the northern side of Cambridge Street.
- A new East-West Laneway from Northwood Street is proposed to support the redevelopment of lots along the southern side of Cambridge Street. This coincides with an existing private access and over time, will formalise the arrangement and facilitate access by all owners.
- A new north-south link is proposed on the western side of the Rosslyn Quarter to directly link Cambridge Street to Rosslyn Street for direct pedestrian access to the West Leederville Rail Station. The northern portion will adjoin a proposed plaza and be a pedestrian laneway. The southern portion is proposed as a share-d laneway to allow traffic circulation to and from the new east-west laneway.
- A new segment of laneway is proposed to link Hull Lane to Hislop Lane for one-way traffic to service the rear of new development on Railway Parade.
- An extension to Furness Lane to link Railway Parade to Cambridge Street to provide rear access to lots fronting Kimberly Street and to improve the permeability of the area.

Precinct 2 – Kimberley Street to Abbotsford Street

- A new laneway is proposed from Kerr Street to Brooks Lane as a Shared Laneway to provide for street frontage for higher density developments so that doors and windows face a quality public space.

Precinct 3 – Southport Hub

- New segments of a laneway are proposed e to complete rear access for new development along Railway Parade and Southport Street (with potential first floor parking as part of
- Bamford Lane and Mullane Lane are proposed to be widened to 6 metres to facilitate more intense development on Southport Street, Railway Parade and Oxford Close.

4.7.3.4 Laneway Widths and Ground Level Setbacks

The starting point for laneway widths is the default 6m width, as preferred by the WA planning framework and applies to all laneway types in the West Leederville PSP. This width optimises efficient, low-volume and low-speed, two-way vehicle movement and is ideally suited to utilitarian laneways where there is no to little expectation of pedestrian movement and where there is no to little expectation of active use (either residential or commercial) at ground floor along the laneway.

Utility Laneways

In the case of utilitarian laneways in the WLPSP, the default ground floor setback is nil. A nil setback does not preclude occasional commercial ground floor uses with a laneway frontage **(Figure 25**), which can either have a frontage at nil setback or a wider setback at the developer's discretion.

For coding between R80 and R-AC1, the default setback for the residential component of a building to a secondary street is 2m, but the WLPSP does not contemplate ground floor residential facing utilitarian laneways.

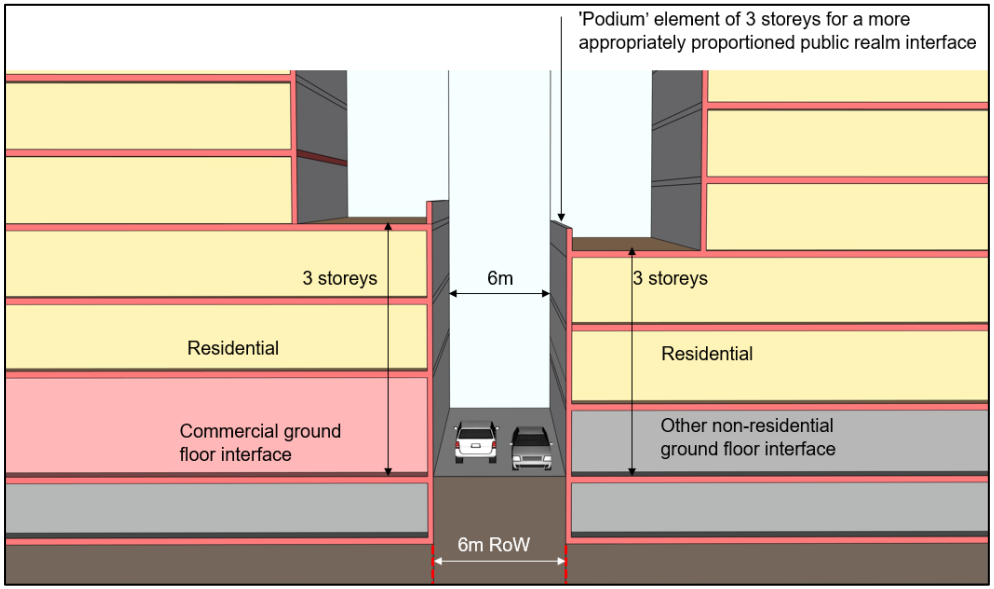


Figure 22 *Utility Laneways with Non-Residential Interface.*

Shared laneways

In a shared laneway where there is an expectation of both pedestrian and vehicle movement, and either residential or commercial active uses at ground floor, the WLPSP proposes a setback from the laneway of 2m. This equates to a building-to-building width of 10m being the 6m laneway width with a 2m setback on each side.

In the case of a shared laneway that services residential housing on both sides, the 2m setback of the R-Codes enables the provision of a landscaped area in front of ground floor dwellings to provide a reasonable degree of amenity and privacy for residents. It is anticipated that the central 6m of the laneway is treated as a shared surface for both active and vehicular movement (**Figure 26** & **27**).

For coding between R80 and RAC-1, the default setback for buildings to a secondary street (assuming laneways are secondary streets) is 2m for residential uses and nil for commercial uses. In this respect, the West Leederville PSP requires 2m setbacks for shared use regardless of whether there are residential or commercial uses as the ground floor laneway interface.

In the case of a shared laneway with commercial ground floor uses the WLPSP also anticipates a setback from the laneway of 2m. in this case, the 2m setback enables the provision of a dedicated pedestrian zone at the building interfaces with the central 6m of the laneway

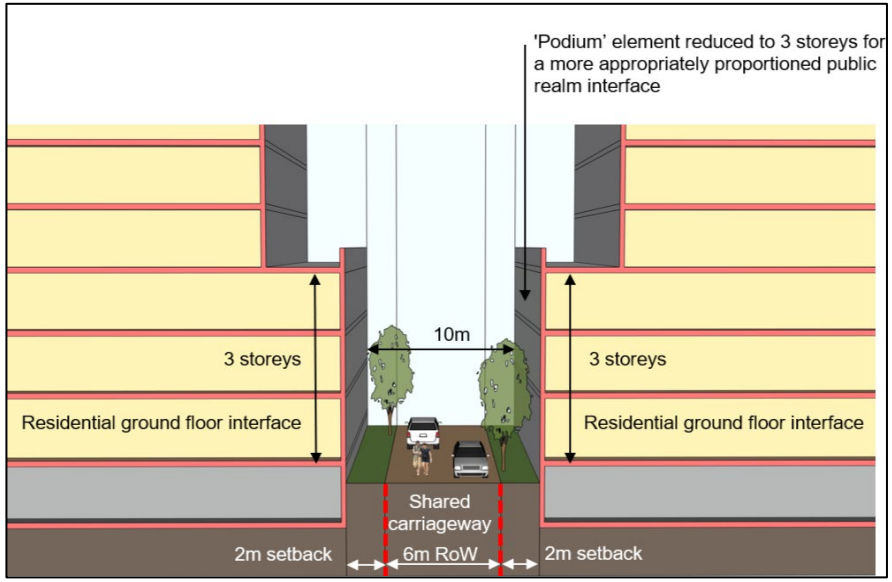


Figure 23 *Shared Laneways with Residential Interface.*

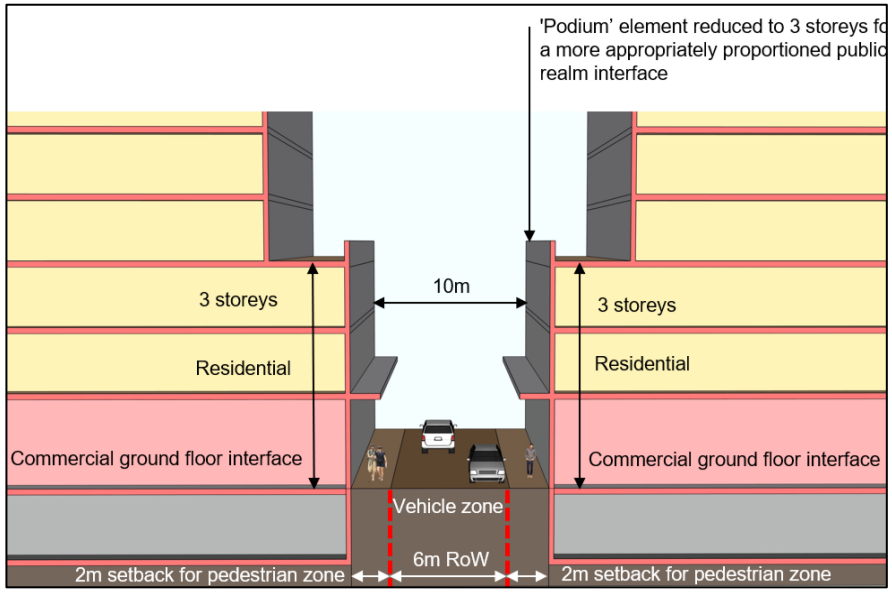


Figure 24 *Shared Laneway with Commercial Interface*

available for two-way vehicular traffic or for one-way traffic with a lane of parking (**Figure 27**).

Pedestrian Only Laneways

For pedestrian only laneways, the default setting in the WLPSP is a 6m laneway with nil setbacks permitted at ground level. Given that the only pedestrian laneway identified in the West Leederville PSP is adjacent to a public plaza, the reality is that the width of the space for pedestrians would be much wider (**Figure 28**).

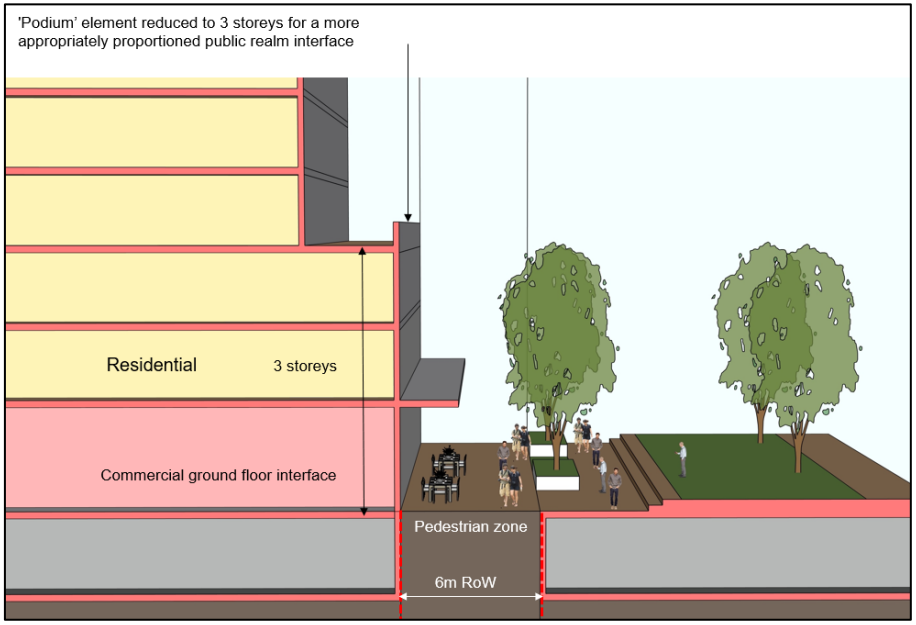


Figure 25 Pedestrian Laneway with Commercial Interface

4.7.3.5 Upper-Level Setbacks to Laneways

The primary relevant source of guidance on upper-level setbacks in the WA planning framework is the Residential Design Codes (Planning Codes), where guidance is provided on secondary street setbacks (assuming laneways to be secondary streets), building heights, building separation and privacy provisions. Under the R-Codes, the upper-level setbacks for Utility laneways and Shared laneways (with residential on both sides) are illustrated in the following cross-sections (**Figure 29** & **Figure 30**).

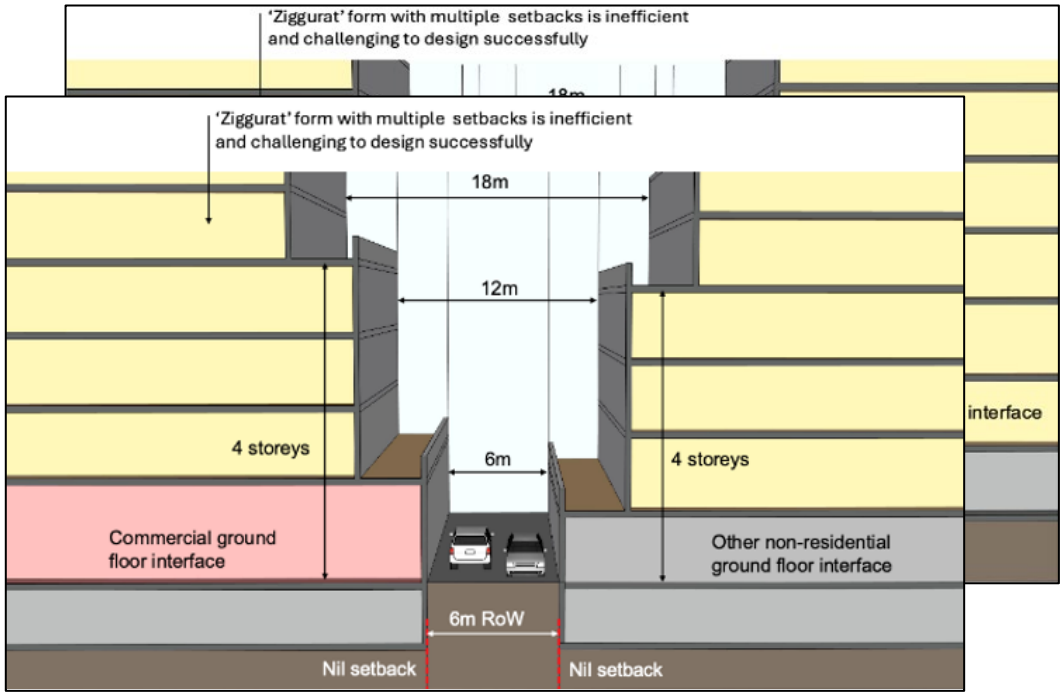


Figure 26 R-Codes Default Laneway with Non-Residential Interfaces.

Figure 27 R-Code Default with Laneway and Residential Interfaces.

There are only a few but important differences between the R-Codes default cross-section and the cross-sections anticipated by the WLPSP which are:

- Utility laneways:
    - A reduction in the building separation across the laneway from 12m to 6m for the 'podium; level of the building.
    - A reduction in the height of the 'podium' from 4 storeys to 3.
- Shared Laneways:

- A reduction in the building separation across the laneway from 12m to 6m for the 'podium; level of the building.
- A reduction in the height of the 'podium' from 4 storeys to 3.
- The inclusion of a 2m setback to the laneway to enable a dedicated pedestrian zone.

- Pedestrian Laneways:
  - A reduction in the building separation across the laneway from 12m to 6m for the 'podium; level of the building.
  - A reduction in the height of the 'podium' from 4 storeys to 3.

The reasons for these changes are twofold: firstly, to create a more appropriate human scale to the lane. A 6-10m wide laneway developed on both sides with building that present 3-storeys to the street rather than the 4-storeys as under the R-Codes, will create a lighter environment where the buildings are less dominant on the streetscape of the laneway.

Secondly, the proposed variations to the R-Code setbacks enable a more cost-effective and buildable built form that better expresses the simpler and more elegant notion of 'podium and tower' rather than a series of 'ziggurat' style setbacks. This reduces the need for an additional and costly transfer structure to accommodate an additional setback at the first-floor level. In turn, this reduces construction costs and increases the likelihood of being able to deliver more, and more affordable, housing close to services and public transport, consistent with the broader planning objectives of both the WAPC and the Town of Cambridge.

4.7.3.6 Development Return for Laneway Widening and New Laneways

Laneway Infrastructure Contributions

The development of the existing laneway network is a key feature of the WLPSP. Significant additional development potential has been afforded to properties within the WLPSP area. In areas where laneways and plazas are required and are to be ceded upon development an infrastructure contribution mechanism is provided by the WLPSP. Additional development potential has been provided commemorate with the land requirement for the laneway of Plaza.

The exception to this are properties within the Rosslyn Quarter. Owners of properties within the Rosslyn Quarter made representation to the WAPC and as a result additional height has been afforded to the area in exchange for the provision of laneways and a plaza. As a result of this these properties have been exempted from the value capture system. (see Western Australian Planning Commission, Statutory Planning Committee Meeting 7715, Tuesday 15 February 2024, Item 8.1)

Laneway Widening

Where substantial development occurs on land abutting existing laneways identified as requiring widening, the laneway widening must be ceded as a condition of development approval.

Most lots face vertically to the proposed laneway widening, requiring only a small portion of the lot to be ceded. So as not to disadvantage the quantity of allowable development, the area required for widening will remain part of the site in determining the plot ratio.

There are two lots that face longitudinally to a proposed laneway widening, requiring a greater amount of land to be ceded. This is to be offset by allowing the area required for widening to remain part of the site in determining the plot ratio and increasing the allowable plot ratio and height.

New Laneways

Except for the Rosslyn Quarter which has a set plot ratio and height at the WAPC's direction, additional building height of 2 storeys and additional plot ratio of 25% is available at the discretion of the Town of Cambridge for a development site that cedes a new laneway.

There are two lots that face longitudinally to a proposed new laneway, requiring a greater amount of land to be ceded. This is to be offset by increasing the allowable plot ratio and height.

New Laneways and a New Plaza

Except for the Rosslyn Quarter which has a set plot ratio and height in the PSP at the WAPC direction, additional building height of 6 storeys and additional plot ratio of 50% is available at the discretion of the Town of Cambridge for a development site that cedes both a new laneway and a new plaza.

4.7.3.7 Plazas

Plazas (piazzas, places, urban squares, etc.) play an important role in an urban environment insofar that they provide spatial relief from the prevailing street network, places to sit and relax, or to meet other people, or places to host events of various sizes. They also punctuate the urban environment in a way that makes it more understandable and navigable.

Plazas can be large where they perform a regional role (for example, Forrest Place in the Perth CBD) or small where they perform a local role (for example, Forrest Street in Subiaco). In this respect, plazas perform a similar role as parks in the suburban environment. However, the major difference is that Plazas have a much smaller footprint and tend have a hardscape treatment rather than being a soft landscaped space, because they are in denser urban areas where land is at a premium.

The WLPSP includes 3 plazas of modest size:

Plaza 1 is in the West Leederville Town Centre (Rosslyn Quarter (**Figure 31**)) with the intent of becoming the recognizable central space of the Town Centre.

Figure 28 *Plaza 1 Rosslyn Quarter*

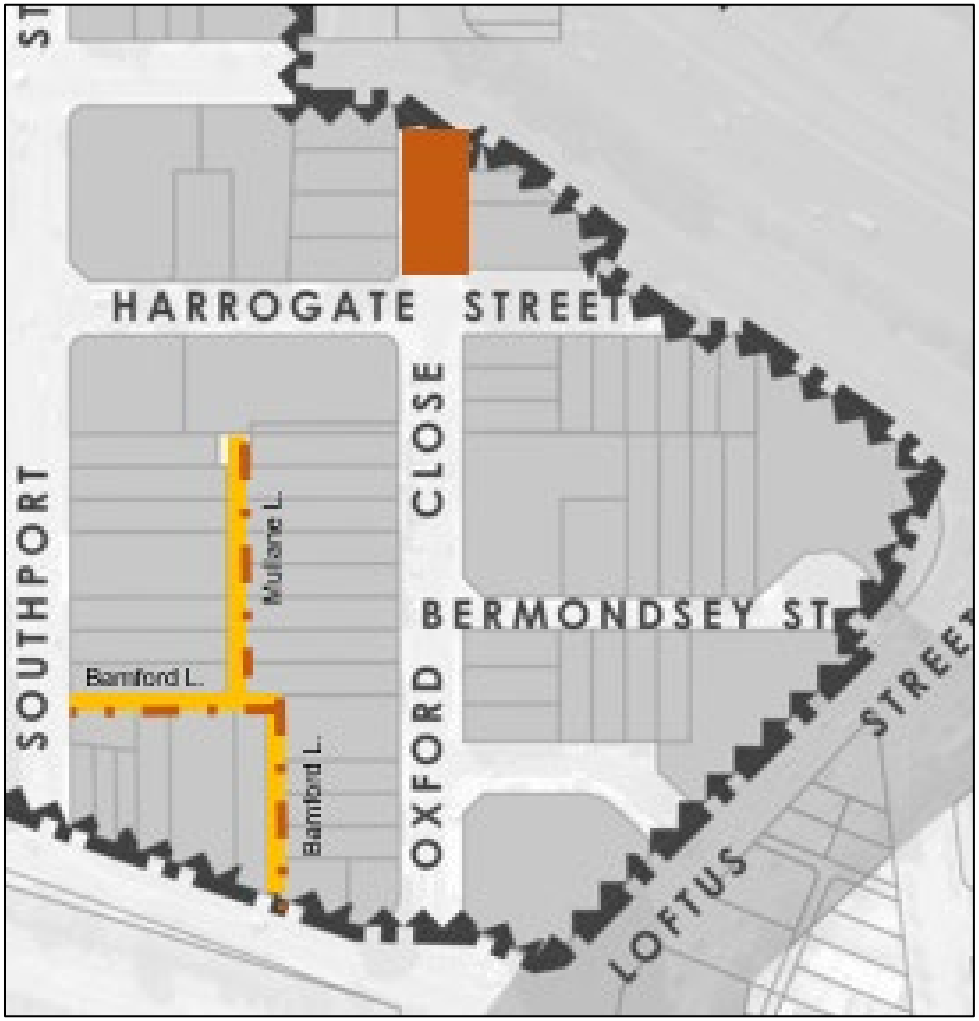


Figure 29 *Oxford Close*

Plaza 2 is in the norther end of Oxford Close with the intent of becoming the recognisable central space of the Southport Precinct. (**Figure 32**)

Plaza 3 is located along Railway Parade with the intent of providing a sense of place to a sub-precinct that is already developing as a more intense urban node (**Figure 33**).

Figure 30 *Railway Parade*

Plaza 1 (Rosslyn Quarter)

This plaza is located on the 'Coles' site, which has been foreshadowed by the owner as a major redevelopment project. Locating the plaza on this site is logical because it is adjacent to the main street (Cambridge Street), is on a large site with significant development potential that can 'afford' to deliver the plaza, and forms part of a north-south pedestrian link anticipated by the WLPSP, which connects Cambridge Street to the West Leederville railway station.

The location on the southern side of Cambridge Street also enables a reasonable degree of sunlight access in cooler months.

It is anticipated that the plaza will be a pedestrian only space and activated by commercial tenancies at ground floor in the foreshadowed redevelopment and, eventually, through ground floor tenancies in the redevelopment of the adjacent lot to the west.

Plaza 2 (Oxford Close)

This plaza is located within the Oxford Close reserve, which means it can be delivered by the Town of Cambridge without having to wait for a plaza to be delivered through a major redevelopment in the precinct. Given the fragmented ownership and the size of lots in the Southport precinct, there is no obvious candidate lot for the delivery of a plaza by a single owner, and delivery by multiple owners is fraught with difficulty.

Another major advantage of this plaza's location is that it is on a busy pedestrian link between the Southport precinct and the Leederville railway station and pedestrian bridge to the Leederville town centre. The plaza will considerably improve pedestrian amenity along this link and act as a 'gateway' to visitors arriving from the railway station.

Because the northern section of Oxford Close within this precinct provides vehicle access to the adjacent buildings, it would be necessary to treat the plaza as a shared space, which is common in other places, particularly in Europe. The existence of the plaza would have the potential to encourage adjacent owners to address the plaza with ground floor uses that can capitalise on the pedestrian-rich environment and, ultimately, stimulate redevelopment in a form and at a scale that is more appropriate to a TOD location.

With the Cambridge Street reserve to the north, reasonable access can be maintained to sunlight in cooler months.

Plaza 3 (Railway Parade)

The third plaza is located on the largest single and 'vacant' redevelopment site within the West Leederville PSP area and would provide a sense of place that could borrow heavily from the landscape qualities along the southern edge of Railway Parade.

With careful integration into an overall development concept the plaza could create a significant and meaningful address to new development and link to the adjacent courtyard space and pedestrian route along the eastern edge of the adjacent 'WALGA' site to the west. The required building separation between the adjacent 'WALGA' building and any new development would also enable a reasonable degree of sunlight access in cooler months.

This plaza can be a fully pedestrianised space because the West Leederville PSP anticipates vehicle access via a new laneway along the eastern side of the lot.

4.7.4 DWELLING DIVERSITY

A review of development approvals within the Town reveals that only 5% of developments include 3-bedroom multiple dwellings, with the remainder being predominantly 2 and 1 bedrooms. Redevelopment should increase dwelling mix diversity to cater for a range of household types; particularly 3-bedroom options for families given the proximity of the PSP area to Bob Hawke College.

Image: Examples of modern built form developed under the West Leederville Activity Centre Plan framework.

4.8 STREET INTERFACE

Commercial streetscapes within the WLPSP area lack consistency. Newer commercial and mixed-use developments, as well as pockets of the older strip style buildings demonstrate nil boundary setbacks and awnings over footpaths to improve the amenity for pedestrians. However, the street interface is too often broken up with other buildings setback from the street and with front car parking areas.

Improving pedestrian experience and accessibility along key commercial and transport connections is integral for the functionality of the PSP area. 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 all streets within the PSP area contain footpaths and street trees, it is considered that pedestrian focused streets can be achieved through building interface with the public realm.

Built form should encourage activity generating land uses on the ground level through adaptable tenancy floorspace and sufficient floor to ceiling heights to create interest and variety along building frontages. Incorporating weather protection such as continuous awnings over footpaths, limiting vehicle crossovers and locating parking areas away from the street interface will also minimise impact to activity and amenity.

4.9 PUBLIC SPACES

The existing community facilities and green space centred on the Leederville Town Hall is the centre's most important public space.

This large area is made up of open spaces for formal and informal recreation, and buildings accommodating various activities including the Hall and Memorial Gardens, lawn bowls club, a small park and a public car park. Also, the large vacant lot located to the east of the car park has been part-developed as a community garden, which is highly valued by the local community.

Together these uses constitute the historic civic "heart" of the area – a very important, strategically-located public asset of the community. However, the facility as a whole has underperformed, and is yet to be developed to anywhere near it's potential as a central focus for community-building. With an increase in workforce and residential population, this area is expected to have greater demand for its facilities.

The streets of the centre represent the remaining public spaces available to the community. They also function as interfaces with private and government-owned lands, and as such are important to the community in regard to their useability, attractiveness and safety.

The streetscapes of the residential areas are generally attractively planted with mature trees creating strong avenue effects. The repeated, orderly arrangement of wide asphalt road surfaces with parallel strips of grass and concrete footpaths add to the sense of cohesion. With the underground power project at completion, the street trees are allowed to continue growing and enhance the visual and environmental qualities of the streetscapes.

The commercial streets are generally more urban with an increased amount of hard surface and less trees. However, streetscape improvements have occurred to Railway Parade (Southport Street to Oxford Close), Harrogate Street (Oxford Close to Southport Street) and Cambridge Street (Harrogate Street to Loftus Street) that have improved the streetscape landscaping. Further opportunities existing in the PSP area to continue implementing such improvements. Given the provision of new public open space is constrained by the established development, the PSP mandates the creation three Public Plaza's, two of which are on private land. These privately owned sites have been afforded additional development potential in recognition of the requirements to cede land for public Plaza.

Image: Existing open space and community facilities within the Leederville Hub precinct.

Image: The heritage listed Leederville Town Hall is located within the Leederville Hub precinct.

RESOURCE CONSERVATION

5.1 SUSTAINABILITY

Promoting sustainability in West Leederville is centred around intensifying commercial and residential development adjacent to train stations and encouraging environmental efficiency in the design, construction and operation of buildings.

Commercial, mixed use, and apartment development are required to address sustainability through the design review process.

5.2 WATER

Managing Perth's water resources is a critical component of integrating future population growth in a sustainable manner, particularly as climate change is predicted to have significant impacts on Perth's water supply and demand. Future development should incorporate Water Sensitive Urban Design principles (WSUD) which aims to integrate water management into the landscape.

Urban infill is likely to decrease overall irrigation demands as turf and garden areas are replaced by hardstand, however this will also lead to increases in stormwater runoff. The impacts on

stormwater runoff quality and quantity should be a key consideration when considering infill development.

Opportunities for development include:

- New development incorporating WSUD principles in all aspects of planning and building design; and
- Regional stormwater management plan to identify methods to manage and accommodate stormwater management considerations.

The Town has adopted Local Planning Policy 3.16 'Landscaping and Water Sensitive Urban Design', which aims to promote more effective use of landscaping as a means of enhancing the character and amenity of the urban area and more sustainable management of ground and surface water resources.

5.3 ENERGY

All new development in West Leederville should incorporate energy efficient building design to meet established benchmarks of State and Local policies. All new buildings should be orientated to optimise solar access, natural cross ventilation and incorporate thermally efficient building materials.

Image: Example of the integration of photovoltaic cells provided at the Bottleyard development in Palmerston Street, North Perth.

5.4 MATERIAL AND WASTE

Council Policy 027 'Construction Management Plans' ensures that commercial, industrial, or larger residential projects are appropriately managed to minimise any adverse impact on traffic and/or the environment in the surrounding area. The Town will impose the following condition of approval for all proposals that require a Construction Management Plan:

Prior to the submission of an application for a building permit or a demolition permit, or the commencement of development, whichever is earlier, a Construction Management Plan must be submitted to, and approved by, the Town. The Construction Management Plan must address the following issues, where applicable:

a) Public safety and amenity;

b) Site plan and security;

c) Contact details of essential site personnel, construction period and operating hours;

d) Community information, consultation and complaints management plan;

e) Noise, vibration, air and dust management;

f) Dilapidation reports of nearby properties;

g) Traffic, access and parking management;

h) Waste management and materials re-use;

i) Earthworks, excavation, land retention/piling and associated matters;

j) Stormwater and sediment control;

k) Street tree management and protection;

l) Asbestos removal management plan; and

m) Any other matters deemed appropriate by the Town.


3
5

IMPLEMENTATION

SECTION 6

Image: Example of retained built form within the Holyrood Street Heritage Area.

6.1 IMPLEMENTATION ACTIONS

Since planning for the urban intensification of the WLPSP area began in 2008, the Town has completed a number of projects as part of implementing the emerging plan, including:

- Amendments to the West Leederville Precinct Local Planning Policy. A number of amendments were made to introduce revised development standards to the West Leederville Precinct Policy covering the areas which were zoned 'Commercial'. The Policy was amended in February 2015 to include the Residential Interface Node which seeks to limit the impact of development where it directly abuts lower density residential areas to the north and west of the Centre;
- Property purchased along Southport Street (in addition to Council owned property along Cambridge Street) to help facilitate the implementation of the strategic vision for West Leederville;
- The Cambridge 'High Street' Streetscape Improvement Works. These works arose from the West Leederville Planning and Urban Design Study where an upgrade to the street to create a more pedestrian friendly environment was identified as a central component to the Cambridge High Street Node; and
- Amendment No. 27 to the Town's LPS1 (Scheme Amendment 27) was adopted by Council to introduce a Mixed-Use zone over the Southport Street Node and Cambridge High Street as well as a Residential Activity Centre (R-AC0) zone for the residential area between the two mixed use nodes. Scheme Amendment 27 was gazetted in June 2016. Scheme Amendment 27 put in place the statutory planning framework to assist in the finalisation and implementation of the WLPSP.

Current and planned actions for the area include:

- Continue to support and work with the Flower District Town team on place improvement projects;
- Railway Parade /Northwood Streets signalised crossing and intersection upgrade to improved pedestrian access to and through Northwood Street;

- Detailed Planning for the Leederville Hub Precinct (Sept 2024 - Dec 2026); and
- Further identification of place improvement project through the Community Strategic Plan process.
- Review of LPP 3.13 Parking taking into account the West Leederville Precinct Structure Plan Transport Impact Assessment
- Include the proposed Oxford Plaza the Strategic Community Plan Council

7.0 REFERENCE LIST

This report draws upon information from a range of existing literature, policies and strategies. The following are key documents and reports reviewed in preparing this report.

7.1 PART 2

West Leederville Planning & Urban Design Study, 2008.

Image: The West Leederville Activity Centre precinct provides a diverse range of built form and architectural styles.

West Leederville Activity Centre Plan, Town of Cambridge, 2007.

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Community Profile in Town of Cambridge, .id-the population experts, 2024.

Development Control Policy 1.6, WAPC, 2022.

Economic Development Strategy (2018-2022), Town of Cambridge, 2018.

Town of Cambridge Local Planning Scheme No. 1.

Town of Cambridge Urban Forest Strategy, 2020

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Town of Cambridge, Local Planning Strategy, April 2021.

Metropolitan Regional Scheme, WAPC.

Perth and Peel @ 3.5 million, WAPC 2018.

Perth and Peel @ 3.5 million – The Transport Network, DoT, 2018.

Residential Design Codes (Volume 2), WAPC, 2024.

State Planning Policy 4.2 – Activity Centre, WAPC 2023.

State Planning Policy 5.4 – Road and Rail Noise WAPC, 2019.

State Planning Policy 7.2 – Precinct Design and Guidelines, WAPC, 2021.

Sustainability Strategy (2019-2023), Town of Cambridge, 2019.

7.2 DICTIONARY OF DEFINED WORDS AND EXPRESSIONS

Activity Centre: are community focal points. They include activities such as commercial, retail, higher density housing, entertainment, tourism, civic/community, higher education and medical services. Activity centres vary in size and diversity and are designed to be well-serviced by public transport.

Character: captures the interrelationships between built form, natural landscapes and vegetation in the public and private domains and distinguishes one place from another.

Dwelling: A building or portion of a building being used, adapted, or designed or intended to be used for the purpose of human habitation on a permanent basis by a single person, a single family, or no more than six persons who do not comprise a single family.

Infill: is the redevelopment of existing urban areas at a higher density than currently exists.

Local Government Inventory of Heritage Places: are inventories that identify local heritage places in a systematic fashion, and provide the base information needed for local heritage places planning to achieve consistency, strategic direction, and community support.

Local Planning Policies: prepared by the local government, these polices provide additional information about the position that local government will take on certain planning matters.

Local Planning Scheme: sets out the way land is to be used and developed, classify areas for land use and include provisions to coordinate infrastructure and development within the local government area.

Local Planning Strategy: is a local-level planning framework that provides strategic direction for land use and development in a local government area and is used to guide or inform the content of statutory local planning schemes.

Mixed Use: means the compatible mixing of a range of uses, integrated in close proximity to each other to improve the efficiency and amenity of neighbourhoods, reduce travel demand, increase walkability, and make more efficient use of available space and building.

Perth and Peel @ 3.5 Million and Sub-Regional Planning Framework: is a suite of documents that define the urban form for the next 30 years, limit unsustainable urban sprawl and encourage greater housing diversity to meet changing community needs. They provide guidance and certainty to State Government agencies, local government and the development sector.

Place: is a component of 'cultural identity'; sense of place is a personal response to environmental, social and economic surroundings that an individual experience in daily life. It can be the individual's or communities' perception and feeling of belonging for a home, local area, region, state or country.

Planning and Development Act 2005: an Act of the Western Australian Parliament which lays down specific controls over planning at a metropolitan and local level as well as establishing more general controls over the subdivision of land. The Act replaces The Western

Australian Planning Commission Act 1985, the Metropolitan Region Town Planning Scheme Act 1959 and the Town Planning and Development Act 1928.

Planning and Development Regulations 2015: 'the Regulations' are a major part of Western Australia's planning reform agenda, affecting arrangements for local planning strategies, schemes and amendments. In addition to a Model Scheme Text, the Regulations introduce a set of deemed provisions that form part of every local planning scheme in the State.

Public Open Space: means land used or intended for use for recreational purposes by the public and includes parks, public gardens, foreshore reserves, playgrounds, and sports fields but does not include regional open space and foreshore reserves.

Public Realm: places accessible for common use by the public, including both the natural and built environment. It includes all types of streets, public open space, and public walkways.

Scheme Heritage List: includes those places complied under the Town of Cambridge's Town Planning Scheme for which planning approval will be requires for demolition, alterations, or other development affecting the cultural heritage significance of the place.

State Planning Policies: prepared by the Western Australian Planning Commission, these policies provide the highest level of planning policy control and guidance in Western Australia.

Streetscape: means the visible components in a street between facing buildings, including the form of the buildings garages, setbacks, fencing, landscaping, driveway and street surfaces, utility services and street furniture such a slighting, signs, barriers and bus shelters.

Substantial Development: means development of a scale or type that will compromise the achievement of the outcomes sought by this Precinct Structure Plan as determined by the Town of Cambridge.

Sustainability: is meeting the needs of current and future generations through the integration of environmental protection, social advancement and economic prosperity.

Transit-Oriented development: is an urban development around public transport stations that increases use of public transport. The aim is to locate moderate-to high intensity commercial, mixed use, community and residential development close to train stations and/ or transit corridors to encourage public transport use over private vehicles.

Urban: land identified for urban use (urban or urban deferred zones) such as residential and associated activity and light industrial employment centres, recreation and open space.

Urban Corridor: an integrated land use and transportation concept.

Walkable Catchment: means that actual area served in a 400m (five-minute) or 800m (ten-minute) walking distance along the street system from a public transport stop, town or neighbourhood.

Western Australian Planning Commission (WAPC): has state-wide responsibility for urban, rural and regional integrated strategic and statutory land use planning and land development. Its functions and authority to undertake and regulate land use planning and development is established under the Planning and Development Act 2005.

Town of Cambridge