



**Leederville
West Perth
Place Workshop
Report**

18 September 2004

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EXECUTIVE SUMMARY

The Leederville West Perth *'Place Workshop'* occurred on 18 September 2004, after a group self guided and instructed placecheck analysis of the Leederville commercial area and surroundings, which occurred in the morning of the workshop.

The *'Placecheck'* is a system originating from the Urban Design Alliance, which helps groups of people and organisations find ways forward to improve their town centre and neighbourhood, in a systematic way.

A *'Walk of Interest'* occurred a week prior to the place analysis and workshop and this involved a guide walk, discussion and education about the local area, providing all participants with a map of key features, events and characteristics.

A total of 40 people participated in these events and the workshop involved 18 participants focused on the 8 vision focus areas. The workshop process involved participants in identifying the positive and negative aspects of each vision focus area, as well as vision ideas or statements for the future. Collectively participants generated:

- 145 positive observations
- 165 negative observations
- 197 vision ideas and statements

All observations written by participants at the workshop have been recorded verbatim and documented in this report. The approach then taken to analysing this information has involved clustering participant comments into common topics or key points for the positives, negatives and vision ideas, across each of the 8 vision focus areas. A heading has then been applied which hopefully reflects the collective essence of participant observations. This provides the following summary of the findings of the workshop:

TOWN AND COMMERCIAL AREAS

The Positives

- Character and identity
- Mixed uses and vitality
- Built form, scale and design
- Human interaction and amenity
- Access to public transport
- Ambiance
- Potential

The Negatives

- Car dominance, traffic and pedestrian impacts
- Poor maintenance, appearance and streetscape
- Declining diversity in uses and population
- Lack of connectivity
- Lack of directional signage
- Intrusion on residential areas and neighborhoods

Vision Ideas for the Future

- Developing civic, public places and amenity
- Increasing the mix of uses and residential development
- Enhancing character, identity and best practice
- Improving the built form and design
- Improving the pedestrian environment
- Car parking solutions
- Promoting tourism

HOUSING, DENSITY AND URBAN DESIGN

The Positives

- Heritage housing and streetscapes
- Design and scale
- Mix of housing
- Location of housing

The Negatives

- Impacts of higher density
- Poor design and impact on streetscapes
- Neglected houses and streetscapes
- Lack of environmental design principles
- Declining housing affordability
- Rigid atmosphere for heritage protection

Vision Ideas for the Future

- Diversity in housing stock and enhancing housing design
- Protecting streetscapes, heritage and community values
- Active residential streetscapes and neighbourhoods
- Careful management and containment of higher densities
- Achieving sustainable housing

CHARACTER AND HERITAGE

The Positives

- Sense of place, character and local identity
- Character streetscapes
- Retention and restoration of old buildings
- Heritage housing good urban design principles
- Old and new are emerging
- Provides some affordable housing

The Negatives

- Lack of heritage awareness and protection
- Neglect of character buildings
- Disincentives to retaining heritage buildings
- Character inhibits higher densities and development
- Extreme views about heritage protection

Vision Ideas for the Future

- Preserving character buildings and streetscapes
- Raising awareness, embracing and celebrating heritage
- Incentives for retaining character buildings
- Balanced approach

TRAFFIC AND TRANSPORT

The Positives

- Easy vehicular access
- Walkability and cycle access
- Traffic management measures
- Low traffic speeds and volumes in many residential streets
- Plenty of parking

The Negatives

- 'Rat running' through residential streets
- Parking Deficiencies
- Poor pedestrian/cyclist amenity and safety
- Arterial traffic volumes, speed and impacts
- Safety risks for children
- Freeway traffic noise and segregation
- Public transport deficiencies
- Preference given the cars over pedestrians/cyclists

Vision Ideas for the Future

- Creating a pedestrian and cycle friendly environment
- Improving car parking
- Reducing traffic volumes, speed, noise and local impacts
- Reducing car use and dominance
- Effective traffic planning and design
- Developing public transport and town linkages

SAFETY AND SECURITY

The Positives

- Good sense of safety
- Good sense of community and neighbourhood
- Passive street surveillance
- Council support

The Negatives

- Public perception about safety
- Poor street lighting and urban design
- Impact of traffic on safety
- Impacts from pubs and nightclubs
- Wide range of safety issues

Vision Ideas for the Future

- Promoting activity and passive surveillance
- Designing out crime and open street frontages
- Engaging community and neighbourhood approaches
- Improving policing and surveillance
- Community feeling safe

ENVIRONMENT AND SUSTAINABILITY

The Positives

- Strong community awareness and value
- Trees, parks and green spaces
- Engaged and supportive council
- Good environmental assets
- Knowledge of traditional owners
-

The Negatives

- Impacts of development
- Lack of street trees and open spaces
- Impacts of traffic
- Water wastage
- Energy inefficient design
- High energy and water consumption
- Need more awareness of sustainability

Vision Ideas for the Future

- Planting more trees, green spaces and linkages
- Community awareness and involvement in sustainability
- Valuing and embracing sustainability
- Improving waste management and minimisation
- Energy efficient building design and neighbourhoods
- Healthy wetlands
- Reducing traffic

PARKS AND COMMUNITY FACILITIES

The Positives

- Variety and quality of facilities
- High community and heritage value of parks
- Visual relief to hard spaces

The Negatives

- Need more parks, trees and green linkages
- Access and public transport to community facilities
- Community facility deficits
- Destruction of trees

Vision Ideas for the Future

- Enhancing the use and facilities in parks
- Improving community facilities
- New parks and green linkages
- Integration of public and private spaces
- Perseverance of heritage

COMMUNITY, CULTURE AND ARTS

The Positives

- Good range of activities and facilities
- Community embraces alternative culture and mix of people
- Potential for community and cultural development
- Buildings that reflect the values and culture of the town
- Active arts community

The Negatives

- Lack of cultural facilities, events and festivals
- Limited encouragement for the arts and culture
- Loss of culture
- Lack of public art

Vision Ideas for the Future

- Developing festivals, cultural facilities and opportunities
- Increasing public art
- Developing the alternative and unique arts focus
- Enhancing the Headquarters youth centre

The full detail on each vision focus area follows and the efforts of local residents, community visioning taskforce members, council staff and elected members of the Town of Vincent, whom participated in this workshop and the associated events is gratefully acknowledged.

1 TOWN AND COMMERCIAL AREAS

1.1 The Positives

1.1.1 *Character and identity*

- A vibrant and engaging place without the pretension of other centres e.g. Subiaco.
- 'Character' – not upmarket or 'Centrofied'.
- The 1900's character facades, together with adventurous contemporary buildings.
- A well-balanced blend of new and old building stock.
- Heritage buildings blend with the new residential blocks.
- Some good landmark buildings

1.1.2 *Mixed uses and vitality*

- Vital and active most of the day and night, both weekdays and weekends.
- Rich lively mix of uses and activities.
- Good mix of shops, eateries, cafes, businesses, education, employment, recreation, pubs and residential.
- Good range of cafes, good mix of businesses.

1.1.3 *Built form, scale and design*

- Not too big – small enough.
- The scale and character of building are at a human scale.
- Cohesive visual character of town centre.
- Variety of shops and business in small compact centres.

1.1.4 *Human interaction and amenity*

- Great place for incidental encounters.
- Pleasant amenities – street seats, garden areas, trees.
- Protective awnings
- Leederville town centre is safe until very late.
- Familiarity with local safety.

1.1.5 *Access to public transport*

- Access to public transport.
- Close to public transport.

1.1.6 *Ambiance*

- Ambience of Oxford Street strip.
- Ambience of the Leederville strip, from the restaurants and coffee lounges.

1.1.7 *Potential*

- Robustness to accommodate a greater intensity and variety of uses and activities.

1.2 The Negatives

1.2.1 Car dominance, traffic and pedestrian impacts

- Car-dominated streets.
- Too much traffic & noise.
- Traffic & freeway noise.
- Vincent St. dominates/segregates.
- Minor movement conflicts.
- Transport – more accessibility & frequency (east –west).
- Need for more frequent trains & buses.
- Car parks dominate some areas-hotel, Water Corp., Dewsons.
- Poor pedestrian access across Oxford St.

1.2.2 Poor maintenance, appearance and streetscape

- Overhead power lines & poor verge amenity on Vincent Street – not good as a major entry point to the town centre.
- Newcastle Street, not very welcoming.
- Private shop/parking areas off Newcastle St. is unsightly, needs to be cleaned up.
- R&I bank, Dewson's & service station.
- Kailis Bros. & adjoining property – an unsightly mess.
- Public areas look 'tired'; lack of civic presence/facilities.
- Worn out street surfaces.
- The middle buildings in Newcastle St. need pulling down for more parking.
- Dislike the trees in the middle of Newcastle Street.

1.2.3 Declining diversity in uses and population

- More diversity of businesses needed. (Lost hardware shop).
- Lack of fruit & vegetable outlets.
- Narrow economic base – predominantly 'café' – not sustainable towards 2024.
- Lack of real mixed use i.e. under-representation of residential.
- Monoculture – same age demographic.

1.2.4 Lack of connectivity

- Lack of connectivity between major land uses, i.e. train station, oval, Town of Vincent offices, Water Corp. etc.
- Ambiguous & empty spaces – blank frontages.
- Discontinuous awnings.

1.2.5 Lack of directional signage

- Need for more direction (with signage & landscaping) to promote town centre, at the train station, Leederville Parade & Oxford Street.
- Lack of inviting signs for tourists when exiting train station – what to see in Leederville.

1.2.6 Intrusion on residential areas and neighborhoods

- No buffer zone with residential areas.
- Cafes attract 'outsiders' – no room for locals at peak times.

1.3 Vision Ideas for the Future

1.3.1 Developing civic, public places and amenity

- An identifiable civic heart and meeting space and a greater range of mixed uses and facilities.
- Civic heart and meeting space and a greater range of mixed uses and facilities.
- Accessibility to premises by vehicles and pedestrians.
- More and better public seating, benches, low retaining walls etc.
- Public seating apart from café's.
- Much more greenery.
- Trees lining the centre of Oxford Street and the Oxford Reserve.
- Need for more frequent trains and buses.
- Somewhere to park the wheelchair.
- A central medical centre with adequate parking facilities.
- Need for more direction (with signage and landscaping) to promote town centre, at the train station, Leederville Parade and Oxford St.
- Large visible signs pointing out the railway station.
- Protect town centre from traffic noise – freeway and other roads.

1.3.2 Increasing the mix of uses and residential development

- Greater mix of land uses to enhance vitality and interest, and to provide surveillance to further promote the town centre as an activity focus.
- More diversity of businesses needed. (lost hardware shop).
- Mix of high rise residential housing behind commercial buildings along Leederville Parade, beside the Water Corp and facing the train line behind west side shops.
- Higher density residential and commercial, expand town centre up and within.
- Residential incorporated in the south end of Oxford St. near train station.
- Integration of uses, promoting vital and interesting spaces.
- Ensure a variety of people to provide a lively and busy Town Centre.
- Protect and encourage diversity.

1.3.3 Enhancing character, identity and best practice

- Places where all are welcome and feel welcome.
- Town centre given a unique identity through urban art.
- Leederville one of top five town centres in Perth.
- Leederville strip is 'the' coffee/eating strip in inner Perth.
- Identifiable 'famous' town centre/main street.
- Compact sustainable town centre – village concept.
- Best Practice benchmark Town Centre in Australia.

1.3.4 Improving the built form and design

- A mixed use hub of community and urban, porous and intimate in form, that provides a strong sense of place for the surrounding residential community.
- Condensed walkable town centre that has a sense of arrival, with a defined boundary.
- Make better use of streets in town centre – wider footpaths for alfresco dining.
- Design street for flexible use; retain a park street.
- Laneways could be used more for actively engaging frontages of commercial activity.
- Universal access, including for the physically disabled and visually impaired.

1.3.5 Improving the pedestrian environment

- A town centres where pedestrians have priority over vehicles, where there is an identifiable civic heart and meeting space and a greater range of mixed uses and facilities.
- Pedestrian friendly shopping/café hub serviced by local transport (environmentally friendly).
- Pedestrians have priority of vehicles.
- People outnumbering cars.
- Wider footpaths, more people-friendly, more street seats.

1.3.6 Car parking solutions

- Three major car parks condensed into one multi-story car park or car parks with development above. The space being converted to business (shops/commercial). Plans resulting from an Oxford Centre Study.
- The middle buildings in Newcastle Street need pulling down for more parking.
- Well-disguised 3-4 level car parks behind commercial buildings.

1.3.7 Promoting tourism

- Promote tourists to enter and use town facilities – benefits will be social, economic and cultural.

2 HOUSING, DENSITY AND URBAN DESIGN

2.1 The Positives

2.1.1 *Heritage housing and streetscapes*

- Groups of intact authentic character housing.
- Plenty of character/heritage houses.
- Heritage and older homes.
- Maintenance of heritage values.
- Articulation of buildings i.e. older buildings have more interest than a lot of modern buildings.
- Generally uniform street setbacks, housing addressing and relating to the street.
- Allows for activity, company of people and personal responsibility

2.1.2 *Design and scale*

- Gives a human scale of buildings
- Variety of building designs
- New houses of great design.

2.1.3 *Mix of housing*

- Diversity of density and forms (appearance).
- Variety of density.
- Wide choice of dwelling types.

2.1.4 *Location of housing*

- Location (to city and Leederville).
- Easy access to business and public transport.

2.2 The Negatives

2.2.1 Impacts of higher density

- Lack of consideration for adjoining character homes when selecting designs.
- Resulting infill that impacts on neighbours' privacy.
- Lack of tolerance among neighbours.
- Increase in traffic when in-fill occurs. (2)
- Car parks – no added value.
- Increased densities reduce significant trees in the area.
- Reduction in private open space.
- Not much shared space (for community use).
- In high-density areas, eg. Carr Street a lack of community space and care of common ground.
- Stress on infrastructure.
- Inefficient in terms of service provision.

2.2.2 Poor design and impact on streetscapes

- Cheap speculative development that takes few clues from the existing patterns of development.
- Poor detailing of some infill development, resulting in poor visual impact.
- Few examples of high density being done well, 60's flats – bad example. (2)
- Few designs risks being taken.
- Lack of overall direction in new developments.
- 'Ultra' development right beside heritage houses.
- Development of 'fortress mentalities' in both high and low density.
- Roller-door garages on street fronts.
- 'Mono-ness'

2.2.3 Neglected houses and streetscapes

- Neglected properties and streetscapes.
- Homes (particularly heritage) allowed to decay.
- Two storey developments break up single storey streetscapes
- Effect on streetscapes of carports/garages forward of houses and units.
- Interim scale differences of new with older housing stock.

2.2.4 Lack of environmental design principles

- Many energy inefficient buildings resulting.

2.2.5 Declining housing affordability

- Lack of affordable housing.

2.2.6 Rigid atmosphere for heritage protection

- Atmosphere of rigid interpretation of heritage protection.

2.3 Vision Ideas for the Future

2.3.1 Diversity in housing stock and enhancing housing design

- A full range of housing types, provided in a variety of contemporary and traditional forms with a connecting network of quality green spaces, focused on activity nodes and transport routes.
- To promote and enhance the diversity of housing types and designs in residential areas that add to the vitality of the locality.
- Retain and encourage diversity in design and housing types.
- Designs, which are sensitive to the environment and neighbours while reflecting the Australian culture.
- Top quality smaller houses.
- To provide for a range of house types and affordability.
- Design that is not based around 'the car'. (Double garage doors taking 50% of the street front).

2.3.2 Protecting streetscapes, heritage and community values

- To enhance and encourage development that respects character home and streetscapes.
- Respect for existing Heritage.
- Maintain streetscapes with good interaction.
- Underground street lighting; tree lined heritage streetscapes in West Perth.
- Every developer to provide parking with the property.

2.3.3 Active residential streetscapes and neighbourhoods

- Active residential streetscapes that encourage community and a sense of belonging.
- Provide 'walk-ability' with a variety of services (cafes, shops) in close proximity.
- Well maintained public areas i.e. footpaths, parks and streetscapes to encourage interactive and safe community walking, cycling and recreation.
- Communal city kitchens.
- Open homes (sharing of cultures).

2.3.4 Careful management and containment of higher densities

- Leederville capitalising on increasing population (Network City) with strategically located, high quality medium/high density housing that maintains the existing character of most residential areas, (as opposed to blanket infill in sensitive areas).
- A fine grain approach to densities that provides a choice of forms of accommodation reflecting the value of streetscapes and identifies areas right for development.
- Manage the quantity of houses to protect values.
- Limiting of high-rise developments.

2.3.5 Achieving sustainable housing

- Self-producing energy homes,
- A sustainable, happy and balanced marriage of old and new that meets the needs of tomorrow.

3 CHARACTER AND HERITAGE

3.1 The Positives

3.1.1 *Sense of place, character and local identity*

- Character buildings are a cue for stories of the town and contribute to a sense of continuance and belonging.
- Feel in touch with the past i.e. cultural memory.
- Providing a sense of place and space.
- Sense of history.
- Character buildings giving the area interest.
- Heritage homes have architectural character.
- Good mix of heritage places e.g. theatres, hotels, houses, Beatty Park.
- Encourages people to get about – provides things to see when walking.
- Diverse culture
- Communities develop; people provide character.
- Residential character is identifiable.

3.1.2 *Character streetscapes*

- Leederville is a great place to walk around because of older houses' impact on the streetscape.
- Generally an appreciation of uniform front-setbacks in defining street character.
- Ambience of streetscapes where people live and their desire to retain that for the future.
- The importance of preserving the visual impact of single-storey tree-lined streetscapes.
- Retention of single storey, tree lined, heritage streetscapes.
- Tree lined streets with footpaths.
- Trees are attractive, provide shady streetscapes and attract birds.
- Trees on Loftus St. median strip are a great asset.

3.1.3 *Retention and restoration of old buildings*

- Interesting houses still remain from original streetscape stock.
- Significant character is still left and visible.
- Many old properties are being restored, so keeping the area's character.

3.1.4 *Heritage housing good urban design principles*

- Older housing development patterns reflect modern urban design principles.
- Older housing accommodates more people than new housing.

3.1.5 *Old and new are emerging*

- Diversity of new and old is dynamic.
- Many new homes do sit well in streets and are high quality and attractive.

3.1.6 *Provides some affordable housing*

- Older housing provides affordable housing.
- Rental opportunities.

3.2 The Negatives

3.2.1 *Lack of heritage awareness and protection*

- Lack of awareness/interaction.
- Lack of identification of indigenous heritage.
- Lack of recognition of social history.
- The perception of 'heritage' as being a limitation.
- Fixed ideas on what heritage is.
- Lack of character protection in residential areas.
- Gradual loss of heritage in some locations.

3.2.2 *Neglect of character buildings*

- Older housing stock is not always capable of being converted to modern standards – that leads to demolition.
- Neglected and dilapidated houses.
- Buildings in disrepair – needing maintenance.
- Owners deliberately running their houses down to a derelict state.
- Older properties may become unattractive or blighted, thereby detracting from the streetscape.

3.2.3 *Disincentives to retaining heritage buildings*

- Expense involved with maintenance or restoration.
- Financial implications when wishing to demolish or re-develop.
- Lack of incentive to retain and restore – you cannot expect 'goodwill' when \$\$\$ are on the line.
- Development can be stifled.
- Limits choice compared to a vacant site.

3.2.4 *Character inhibits higher densities and development*

- Current character is a disincentive to replace houses with higher densities.
- Land can't be developed; owner is not in control; everything can't be kept.

3.2.5 *Extreme views about heritage protection*

- Active Heritage Lobby is 'extreme' in views i.e. retention of internal aspects and fittings.

3.3 Vision Ideas for the Future

3.3.1 Preserving character buildings and streetscapes

- Heritage being protected and promoted and complimenting character recognised as the starting point for new development.
- Preservation and enhancement of character homes and streetscapes that contribute to visual amenity and character of residential areas.
- Importance of retaining precious heritage houses for future generations, providing examples of the wisdom in design of high ceilings etc.
- Retention of character homes and encouragement to build/renovate in a sympathetic manner.
- Sensitive diversity of character allows each generation to contribute to their built environment.
- A fair proportion of heritage buildings being retained.
- Places without character replaced by something with character.
- A clear understanding of what is kept and what is replaced.
- Protection of streetscapes against 'inappropriate' development.
- Plan so that at least 2 or 3 heritage streetscapes can be preserved in each precinct. History has shown how people wish to restore beauty.
- Ban project homes and engineer-designed buildings.
- Niche industry for traditional skills.
- Increase tree planting to provide shady streets.
- Financial priority given to underground power. (2)

3.3.2 Raising awareness, embracing and celebrating heritage

- Raise the awareness of heritage.
- A 'Heritage Home' walking trail through Leederville and West Perth.
- Develop a 'Heritage Tree' inventory.
- Acknowledge and protect heritage; allow diversity.
- Ensuring it remains evident to everyone in 2024 that Leederville was first and mainly developed in the 1900's with successive waves of development. A strong celebration of history and place.
- Character and Heritage of Leederville and West Perth being embraced by itself and the wider community as a precious opportunity rather than a burden.
- Character being seen as a most important element of approvals.

3.3.3 Incentives for retaining character buildings

- That the Town does all it can to ensure that owning an old home is not a financial burden i.e. remove economic incentives to develop (including higher design standards on new homes).
- Incentives to retain and renovate character buildings yet also enabling adaptation to modern standards in design, scale and size.
- Incentives to encourage the preservation of heritage and character homes. (3)

3.3.4 Balanced approach

- Balanced system i.e. retain links to the past, but continue to move forward.
- Provide guidance, rather than restrictions when renovating heritage properties.

4 TRAFFIC AND TRANSPORT

4.1 The Positives

4.1.1 *Easy vehicular access*

- Good transport, readily accessible to the city.
- Generally good vehicular access.
- Good access to major traffic arteries.
- Good access to the freeway.
- Taxi's very available.

4.1.2 *Walkability and cycle access*

- Active pedestrian/cycling community.
- Bike paths that access Subiaco, the city and Lake Monger.
- Having lots of services close together – a need to maintain walkability and good cycle access.
- Proximity of facilities encourages walking as opposed to car use.

4.1.3 *Traffic management measures*

- Traffic and parking creates 'natural' traffic management measures.
- 40km speed limit in Cleaver precinct.
- Allows a motorist to slow/stop to appreciate the attributes of the town.
- Only a moderate parking supply encourages consideration of an alternative to car use.

4.1.4 *Low traffic speeds and volumes in many residential streets*

- Many low-traffic streets.
- Generally slow traffic speeds in low volume residential streets.

4.1.5 *Plenty of parking*

- Plenty of parking.

4.2 The Negatives

4.2.1 'Rat running' through residential streets

- 'Rat running' traffic through residential areas.
- Some streets are 'rat run' streets with speeds to 70-80kmh (i.e. Bourke St. between Loftus and Oxford)
- Traffic from main roads diverting through West Perth residential streets.
- Traffic cutting across 'dog leg' streets.
- Encouragement of 'commercial' traffic into residential areas bringing negative impacts

4.2.2 Parking Deficiencies

- Lack of patrols in residential streets having 2hr parking limits eg. Melrose Street
- Commercial customers parking on residential roadsides, e.g. TAFE – Bourke Street.
- Cars parking over footpaths.
- Ugly car parks.
- Short-term parking 'never' available at Kailis fish shop.

4.2.3 Poor pedestrian/cyclist amenity and safety

- Poor lighting and footpaths in the majority of residential streets discourages pedestrian movement.
- Road crossings, street lighting and pedestrian safety.
- Loftus/Charles Streets is uncrossable - traffic flows, needs a solution.
- Not enough bike racks.

4.2.4 Arterial traffic volumes, speed and impacts

- Arterial roads are unattractive sewers.
- Too much through traffic, also heavy traffic.
- Increased traffic – increased speeds; - more noise, more hazards, more congestion and more pollution (fumes while eating outside!)

4.2.5 Safety risks for children

- Safety concerns for children using wider roads and conflicting with traffic on 'rat run' routes.
- Children playing in the streets with cyclists and pedestrians passing by and motorists are the exception rather than the norm.
- Children on skateboards using roads – Carr/Cleaver Streets, with buses coming through.

4.2.6 Freeway traffic noise and segregation

- Traffic noise from freeway near cafes.
- The freeway segregates Leederville, West Leederville and West Perth. (x2)

4.2.7 Public transport deficiencies

- Poor public transport connections between activity modes.
- Buses speeding in 40km zones.

4.2.8 Preference given the cars over pedestrians/cyclists

- Pedestrian amenity and footpaths being placed as a lower priority in designs than roads and cars.
- Lack of priority for bikes and pedestrians.

4.3 Vision Ideas for the Future

4.3.1 *Creating a pedestrian and cycle friendly environment*

- More cycle and walker friendly streets – a line painted on the road. (3)
- More bike racks than car bays on Oxford St.
- Wider footpaths – more alfresco dining, wheelchair and push chair friendly.
- Raised footpaths at all intersections.
- Pedestrian-only areas. (Malls).
- Well lit and friendly to create a safer Vincent.
- Pedestrian footbridge across Loftus St. accessed by elevator.
- Link West Perth with Leederville.

4.3.2 *Improving car parking*

- Underground parking – no visible cars.
- Sufficient parking provided for all residential housing.
- Everybody to provide parking on their own property.
- Car parking internal to the development i.e. away from the streets as per the new RAAF base re-development.
- Incorporate parking into multi-storey, mixed-use developments.
- On street parking is a feasible and accepted alternative to parking on your lot.
- No knee-jerk oversupply of car parking.

4.3.3 *Reducing traffic volumes, speed, noise and local impacts*

- Slow, low volume traffic with more people walking to easily accessible facilities.
- Volumes of traffic being reduced by more local/regional centres of community that attract people to these communities i.e. de-centralisation.
- Local streets for local traffic, through traffic on major roads.
- Through traffic using a few main distributor routes.
- Measures to reduce freeway noise.
- Very quiet vehicles.

4.3.4 *Reducing car use and dominance*

- Where densities are high enough, allow the development of more shops and services, resulting in a reduction of car dependency.
- 'Travel Smart' no need for car on most trips – car is the last resort for individual transport.
- More bike parking than car parking (Amsterdam).
- Hydrogen-fuelled bus services between Vincent and the city.
- People coming into town, being seen and without a car.

4.3.5 Effective traffic planning and design

- Integration of residential and traffic uses that enhances community cohesion whilst also providing safe solutions for vehicular and pedestrian movement.
- Control pedestrian access to pathways.
- Improvement in traffic light controls to prevent build-up at intersections and promote free traffic flow on major roads.

4.3.6 Developing public transport and town linkages

- Transport – more accessibility and frequency (east –west).

5 SAFETY AND SECURITY

5.1 The Positives

5.1.1 *Good sense of safety*

- The lively area is safe to walk around.
- Busy town centre – eyes on street – safety.
- It is safe and secure, especially on Oxford St.
- Safe up to 10pm. in café strip, then less so because of drunks etc.
- Public visibility and activity, especially at night, lessen crime.
- A feeling of safety due to proximity of police station and high number of pedestrians.
- Transport choices help personal safety concerns.
- Police station = visible security presence.
- Close to hospital.

5.1.2 *Good sense of community and neighbourhood*

- Community awareness results in security.
- Community Watch – awareness.
- Sense of community where people know and look out for their neighbours.

5.1.3 *Passive street surveillance*

- When balconies on new homes and front porches on older homes are accessed by residents, this provides passive street surveillance.
- The mix of land use in town centre and the variability of operating hours provides security.

5.1.4 *Council support*

- Council support to address safety and security.

5.2 The Negatives

5.2.1 Public perception about safety

- Perception is worse than reality.
- Seniors feel insecure and won't go out.
- Roller shutters and other similar measures as the lowest denominator; and short term means of addressing safety and security.
- Obsession with safety results in high walls, shutters, lack of visibility and isolation.

5.2.2 Poor street lighting and urban design

- Inadequate lighting in many residential areas and public places.
- Poor street lighting in some areas i.e. Cleaver St. between Carr and Newcastle.
- Car parks feel unsafe due to lack of surveillance and lighting.
- Blank frontages with no surveillance.

5.2.3 Impact of traffic on safety

- Feeling unsafe using pedestrian overpasses.
- Crossing busy roads (Vincent and Newcastle) is impossible. Try being handicapped or elderly!
- Vehicle speed when trying to cross the road.

5.2.4 Impacts from pubs and nightclubs

- It is scary when pubs close or around Hip E club.
- Pub crowds leaving venues.
- Condoms and syringes left on street verges outside houses.

5.2.5 Wide range of safety issues

- People's diversity means a range of safety issues.

5.3 Vision Ideas for the Future

5.3.1 Promoting activity and passive surveillance

- Extend the community centre/library/gym as a 24hr activity centre containing all existing uses plus housing, pre-schools, day care, medical, recreation and a public square. This will encourage night activity by all age groups.
- Lively and welcoming atmosphere for 18hrs a day.
- A place where all public spaces are clearly visible, well lit, overlooked from nearby streets and residences and fringed by interactive uses.
- More people 'out and about' in residential areas.
- Encouraging mixed age recreation at night.
- The creation of a community 'hub'.
- Adequate lighting – not too good.

5.3.2 Designing out crime and open street frontages

- A town that has as its priority, first and foremost to use modern town planning practices to deliver safe and secure environments for the community.
- Planning policies address safety in urban design.
- Designs that encourage surveillance.
- Design for visual supervision.
- Well-lit streets - no high fences hiding houses.
- People on their front verandas.

5.3.3 Engaging community and neighbourhood approaches

- Fostering of good neighbour relations, that makes Vincent safe and friendly.
- Engendering a sense of pride in Leederville, which in turn encourages care and maintenance.
- A local police station not needed because crime levels are so low.

5.3.4 Improving policing and surveillance

- Adequate availability of police and ranger patrols.
- Friendly local police walking the streets where they know their 'locals' like the 'good old days'.
- Leederville has visible and appropriate policing services.

5.3.5 Community feeling safe

- That it feels safe to leave your home unlocked and to be at any public area at any time.
- A community that feels safe and secure living, working and recreating in Leederville.

6 ENVIRONMENT AND SUSTAINABILITY

6.1 The Positives

6.1.1 *Strong community awareness and value*

- Community is well educated and aware and supportive of environmental initiatives.
- The wish to maintain a friendly and caring community environment.
- Strong community support for the environment and sustainability.
- Reduction of reliance on motor vehicles is positive.
- There is a positive culture of awareness of environmental and sustainability issues in Leederville, which should be promoted by Council in a variety of ways, supported by community groups.
- This is a period of change and an opportunity for the public to have input.

6.1.2 *Trees, parks and green spaces*

- Nice parks: some big trees – lots actually.
- The walkability of the area reduces dependence on the car.
- Good proximity of residences to modes of commercial and retail activity and between these modes.
- Good balance of built and natural environment across town.

6.1.3 *Engaged and supportive council*

- They support council spending funds on environmental heritage.
- It seems Council is supportive of sustainability.
- That the Town is providing local indigenous plantings that provide habitat for fauna and reduce water needs.
- The encouragement of adaptive re-use of buildings means less landfill energy use.

6.1.4 *Good environmental assets*

- The environment is reasonably healthy – no major polluting industries.
- We have everything to sustain us – employment, education and entertainment.

6.1.5 *Knowledge of traditional owners*

- We have access to the knowledge of the traditional owners who can assist with sustainable initiatives.

6.2 The Negatives

6.2.1 Impacts of development

- Redevelopment usually results in large expanses of hard paving and less vegetation.
- Development of small lots – result is ‘overshadowing’.
- The large amounts of landfill required to dump demolished houses into a ‘tip’.

6.2.2 Lack of street trees and open spaces

- Lack of street trees resulting in loss of bird life and lack of shade for pedestrians.
- Not much open space.
- No ‘cross-town’ bus; not much natural bush

6.2.3 Impacts of traffic

- Traffic, especially buses and trucks are noisy and a danger to health.
- The town being dissected by large high volume roads, result - community isolation.

6.2.4 Water wastage

- Water wastage (run off), a result of poor design.
- Footpaths and roads prevent the uptake of water and nutrients by street trees.

6.2.5 Energy inefficient design

- The existing lot subdivision east – west, may make it difficult for good orientation for passive solar heating.
- Some existing and new lot layouts do not facilitate energy efficient design.

6.2.6 High energy and water consumption

- Generally high consumption in the community of energy and water.

6.2.7 Need more awareness of sustainability

- Not enough education or demonstration of sustainability.

6.3 Vision Ideas for the Future

6.3.1 *Planting more trees, green spaces and linkages*

- A 'green way' of street trees and gardens, linking all parks from Lake Monger to the river.
- Networks of park and street trees providing connected habitats for native birds.
- More trees; water from verge runoff incorporated into verge gardens.
- More trees – a barrier to the freeway.
- Use of roofs as gardens.
- Underground street lighting to improve the environment.

6.3.2 *Community awareness and involvement in sustainability*

- Community well informed on all aspects of sustainability issues.
- Council to implement projects of community education. i.e. "Living Smart" or "Sustainable Streets".
- Councils and individuals accept responsibility for their lifestyles and their impact on the world.
- Continue building friendly communities with the 'neighbourhood spirit'.

6.3.3 *Valuing and embracing sustainability*

- Redevelopment being more about sustainability outcomes than delivering profit to developers. Emphasis on the importance of sustainability.
- A place where environmental considerations are rated equally with preservation of character, whenever a new development in either the public or private domains is evaluated.
- That Leederville embraces sustainability – using less water, energy and cars.

6.3.4 *Improving waste management and minimisation*

- 'Water-wise and fertiliser-wise public and private landscaping.
- Waste from households' reduced; organic waste treated locally; more re-cycling.
- Stormwater drainage redesigned for more infiltration and less runoff.

6.3.5 *Energy efficient building design and neighbourhoods*

- Building to use less energy and water.
- Cleaner air; less pollution. More trees; less air-conditioning.

6.3.6 *Healthy wetlands*

- Healthy wetlands and better water quality in lakes, especially Hyde Park.

6.3.7 *Reducing traffic*

- Reduction of through traffic.

7 PARKS AND COMMUNITY FACILITIES

7.1 The Positives

7.1.1 *Variety and quality of facilities*

- Established and well-maintained parks with mature trees that provide great amenity for the various needs of a diverse community.
- The number and variety of facilities.
- The best facilities of any area are on Vincent Street – Beatty Park, library, recreation centre, community centre, child-care, and parks.
- Community facilities i.e. Beatty Park Leisure Centre, Loftus Centre, Royal Park, TAFE, HQ, also tennis and other sports facilities.
- Facilities provided are safe and of good quality.
- The fact that they exist.
- Passive and active recreation catered for.
- Lots of local parks.

7.1.2 *High community and heritage value of parks*

- Heritage of the parks, with many having significance for the Nyungar community.
- The value of remaining /existing tall trees in parks and reserves.
- The value Smith Lake and surrounding parkland.

7.1.3 *Visual relief to hard spaces*

- The large parks/ovals, which give visual relief to built-up areas.

7.2 The Negatives

7.2.1 Need more parks, trees and green linkages

- Not enough 'parks' as opposed to 'recreation reserves'.
- Cleaver St. precinct has only one tiny park.
- Insufficient parks between Loftus and Oxford.
- Few pocket parks available.
- Town has not actively linked parks to other parks via a Greenway.
- Dull edges to sports ovals.

7.2.2 Access and public transport to community facilities

- Limited pedestrian access to day care.
- Difficulties in accessing parks from busy roads; Oxford St. Park in town centre is not edged by interactive use.
- Facilities are not evenly distributed and not well promoted – more awareness needed.
- Main roads separate residents from facilities.

7.2.3 Community facility deficits

- Lack of seating in appropriate public places.
- Sporting facilities cater for blokes not sheilas!
- Loftus Community Centre has little public presence.
- Town putting car parking on land zoned for recreation.

7.2.4 Destruction of trees

- Destruction of valuable trees outside Council buildings and in Beatty park due to lack of root protection.
- Loss of heritage trees in Robertson Park,

7.3 Vision Ideas for the Future

7.3.1 Enhancing the use and facilities in parks

- Facilities in parks for all generations, with adequate seating in the shade.
- More grouped seating in parks.
- Access to drinking water at public facilities, including for dogs.
- Dog exercise and other park use balanced.
- Outdoor performance facilities.
- Enlarge and beautify Smiths Lake.
- Better gardens in sporting grounds.

7.3.2 Improving community facilities

- That Leederville residents have access to active and passive recreation areas of high quality; with places to play sport, walk dogs, meet friends, have picnics and enjoy the scenery and arts.
- Loftus St. Centre access. Needs one access, shared with the café and drop-in centre, also a third space meeting place.
- Universal access to facilities in parks that encourage people to use them.
- Community facilities for the aged, especially after hospital care, so that the elderly can remain in their own homes
- Availability of more community day-care services.

7.3.3 New parks and green linkages

- Small park between Loftus and Oxford Streets.
- Create another Hyde Park.
- Green space for all, without crossing a major road.

7.3.4 Integration of public and private spaces

- Greater integration of public spaces and facilities into the community and built environment: i.e. a “blurring” of the public and private domains.
- Better promotion and integration of facilities.

7.3.5 Perseverance of heritage

- Recognition of indigenous heritage.
- Preservation of heritage trees in parks in TOV especially outside council buildings and Beatty Park.

8 COMMUNITY, CULTURE AND ARTS

8.1 The Positives

8.1.1 *Good range of activities and facilities*

- Good community facilities with a range of activities at present i.e. street festival.
- Central city location for arts for all.
- Luna, TAFE, HQ. Street fair, café strip.
- Luna – one of five decent cinemas in Perth.
- Great street festival.
- HQ is tops!
- History, photographic and art competitions run by Town of Vincent are excellent.

8.1.2 *Community embraces alternative culture and mix of people*

- Leederville embraces alternative culture i.e. HQ, TAFE, Luna, and cafes.
- Great multi-cultural, multi-generational mix of people.
- Great cultural and social mix.
- The area has a 'good vibe' – not a 'static' area.

8.1.3 *Potential for community and cultural development*

- Blank canvas – opportunity.
- A reputation that can be built on; Town of Vincent art competition; role of TAFE to create culture.

8.1.4 *Buildings that reflect the values and culture of the town*

- Retention of buildings reflects the values and culture of the town.

8.1.5 *Active arts community*

- Has an active arts community.

8.2 The Negatives

8.2.1 *Lack of cultural facilities, events and festivals*

- Lack of an art gallery; could do with a small theatre group and performance space.
- Insufficient art and galleries in town i.e. along streets, on private property or in parks.
- A facility needed to show local arts and culture.
- Lack of cultural events i.e. art shows and music.
- Only one street fair – need more events.

8.2.2 *Limited encouragement for the arts and culture*

- Not much support or encouragement for the arts, especially public art.
- Reliance on TAFE and/or 'pub' culture; TAFE not doing enough to generate culture.
- Town of Vincent art competition has no prize for sculpture – all art has value.

8.2.3 *Loss of culture*

- Limited retention of early community culture.
- Loss of early Australian culture.

8.2.4 *Lack of public art*

- Lack of public art.
- Not enough street art.

8.3 Vision Ideas for the Future

8.3.1 *Developing festivals, cultural facilities and opportunities*

- Summer festival involving schools and TAFE.
- More community events.
- Tourism and Arts – children art, film festivals, writer’s festivals, arts festivals.
- Town of Vincent to sponsor more concerts and exhibitions by aligning with community groups, multicultural associations and TAFE.
- TAFE building and activities to interact with the community.
- Vision of a theatre in Leederville for drama/performing arts.
- An Aboriginal Art Centre.
- All arts recognised and promoted through regular events, with appropriate facilities, public education and awareness.

8.3.2 *Increasing public art*

- More variety in public art – murals, things in footpaths – interesting and fun.
- Quokkas on the move.
- Pink milk crates!
- Street signposts pointing out early heritage buildings and sites of early community culture.
- Competitions for local artisans for street art.
- Preserve the existing diversity – café strip.

8.3.3 *Developing the alternative and unique arts focus*

- Capitalise on the existing alternative arts and culture profile of Leederville to give it a unique identity in Perth.
- A radical hub fostering diverse arts and industry experimentation.
- Leederville to develop an arts focus to complement the existing lively culture.

8.3.4 *Enhancing the Headquarters youth centre*

- HQ more integrated into the community.
- Work to strengthen HQ-youth, Luna-film, TAFE-education, Food culture.