



City of
Melville
Libraries & Museums

My Future Melville Speaker Series

Melville's 20-year vision

Canning Bridge Activity Centre

Martin Spencer
Senior Strategic Urban Planner

my future *Melville*

*To achieve the best outcomes for tomorrow
we need to plan effectively for change today.*



- The 20 year vision for the City of Melville
- The key activity centre in your local area
- How our quiet suburbs will be retained
- How public transport will connect us
- Opportunities for business and jobs



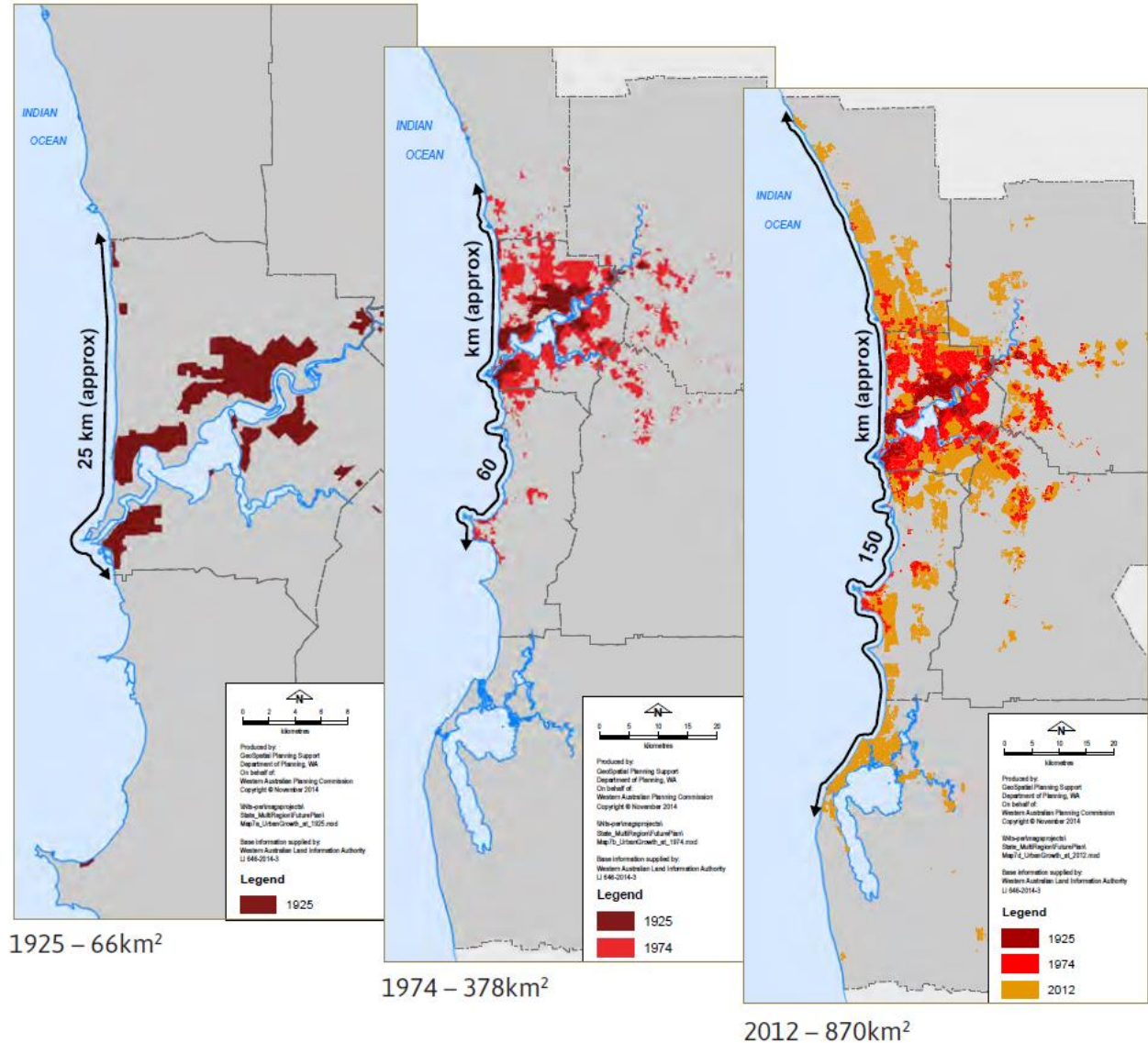
Perth is getting bigger

Perth's population has grown by **10.5 times**

Perth's Population

1925	195,080
2015	2,039,200

Perth's geographical size has grown by **13 times**



Suburban spread 'biggest' problem

■ Kent Acott

Perth's urban sprawl is now recognised as one of the biggest in the world.

And if the city continues to spread at the current rate, experts say the Perth metropolitan area will stretch 270km — from Myalup to Lancelin — by 2050.

Property consultant and City of Perth councillor James Limnios says urban sprawl is now Perth's biggest economic and social problem.

And Curtin University's sustainability professor Peter Newman says it is now time for Perth to embrace high-rise buildings.

In its latest audit of the populations and densities of almost 1000 cities, US website Demographia ranks Perth as the world's 59th biggest city in geographic size.

But of all the non-US cities in the top 60, Perth has the lowest population of 1.67 million people.

The ranking puts Perth just behind Manila (58th, population 22.71 million) and London (55th, 10.15 million) and ahead of Montreal (60th, 3.47 million), Tehran (71st, 13.42 million), Berlin (74th, 4 million) and Dubai (77th, 3.4 million).

"This report highlights the extent of urban sprawl in Perth which is costing families large amounts of money in transport costs and taxpayers who are funding infrastructure in the ever-growing newer suburbs of Perth," Cr Limnios said.

'The extent of urban sprawl in Perth is costing families large amounts of money in transport.'

City councillor **James Limnios**

"We need to urgently implement a plan to encourage greater urban infill in near-city areas that will help reduce the geographic expansion of our city."

Cr Limnios said this urgent plan should include the development of big tracts of under-used inner-city land, such as land around McIver train station.

He said this area could be transformed into "an artistic precinct, similar to the Latin Quarter in Paris" that would appeal to young people and regenerate a blighted inner-city location.

Consideration should also be given to limiting first-homebuyers grants to homes within a 10km radius of the Perth CBD.

Professor Newman said the next 30 years of Perth's urban development could easily be accommodated within the existing sprawl, with more urban infill and high rise.

This would save money for the government and for families.

"Population growth is not a bad thing if it is used to generate more sustainable cities," Professor Newman said. "Every city

needs to see its growth plan as an opportunity to create a better city — one that has a reduced footprint and a better livability.

"If low-density sprawl characterises the development, it will simply be a wasted opportunity."

"There has been high-density housing built in inner suburbs such as South Perth, Northbridge, East Perth and Subiaco."

"But places such as Fremantle, Cottesloe, Nedlands and Scarborough have actively prevented high density," he said.

City of Armadale chief executive and spokesman for chief executives from outer-suburban councils, Ray Tame, said policies to attract more people to live in inner-urban areas were expensive and took time.

In the meantime, he said new families were flocking "at the rate of a suburban street a week" to the new outer suburbs that promised a terrific quality of life.

"There is a clear push by industry sectors at State and national level to centralise knowledge, jobs and services in the central business district and then lay the question of traffic congestion and better public transport at the government's door," Mr Tame said.

"There has to be recognition this centralising must stop and jobs, services and the knowledge economy be decentralised ... shortening the commute distance and providing affordable living."

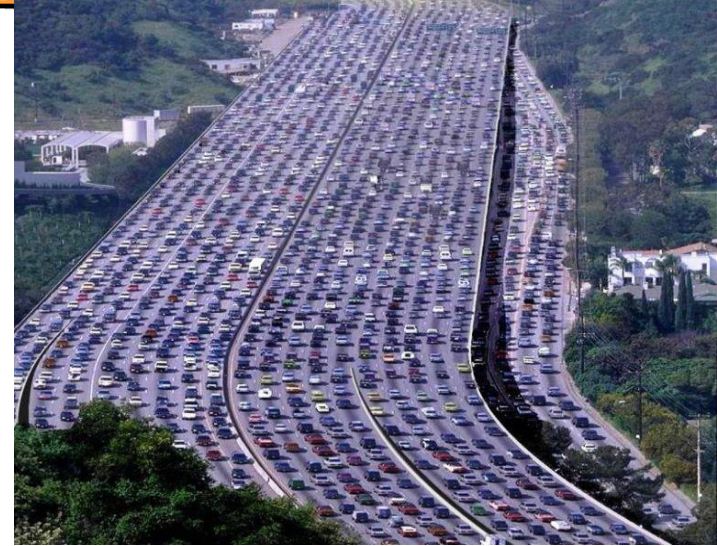
PERTH IN 2050





Key issues driving change

- **Perth is changing**
 - Rapidly increasing population
 - Ageing population
 - Poor sustainability outcomes
- **Perth is a sprawling city**
 - Stretches 150km along the coast
 - Urban sprawl creates traffic congestion
- **State Government strategies**
 - Plan for activity centres and corridors
- **Lifestyle choices people make**
 - Need for a range of housing choices
 - Live close to schools, shops, transport
 - Desire for vibrancy and culture





City of
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We need to align with State Government strategies

directions2031 and beyond

metropolitan planning beyond the horizon

Over the next 35–40 years,
800,000 new homes will be
required to accommodate Perth's
growing population.



Perth and Peel@3.5million

What will Perth and Peel
look like in 2050?

TRANSPORT @ 3.5 MILLION PERTH TRANSPORT PLAN

FOR 3.5 MILLION PEOPLE
AND BEYOND

FOR CONSULTATION



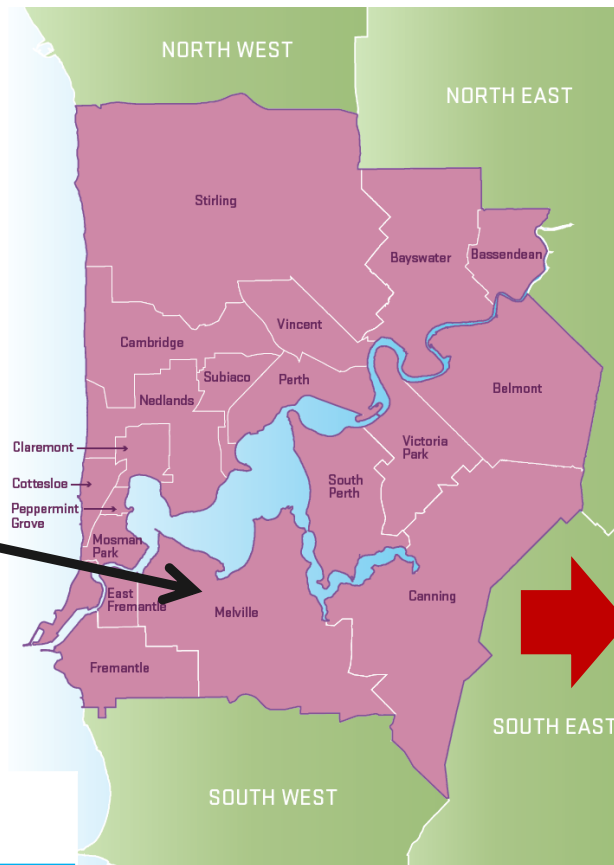


City of
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Broad metropolitan strategies lead planning in the City of Melville

Every local government has housing targets to accommodate future population growth

The City of Melville is in Perth's Central region



City of Melville Targets

By 2031 11,000 new dwellings

By 2050 18,500 new dwellings













REGION		2011	2050
NORTH WEST			
	People	322,486	740,318
	Jobs	80,566	229,089
	Homes	114,923	283,716
NORTH EAST			
	People	209,156	450,590
	Jobs	82,379	187,986
	Homes	76,547	179,101
CENTRAL			
	People	782,974	1.2m
	Jobs	540,000	780,000
	Homes	2050 infill target of 215,000 homes	
SOUTH METROPOLITAN PEEL			
	People	523,406	1.26m
	Jobs	143,971	437,725
	Homes	205,493	507,670

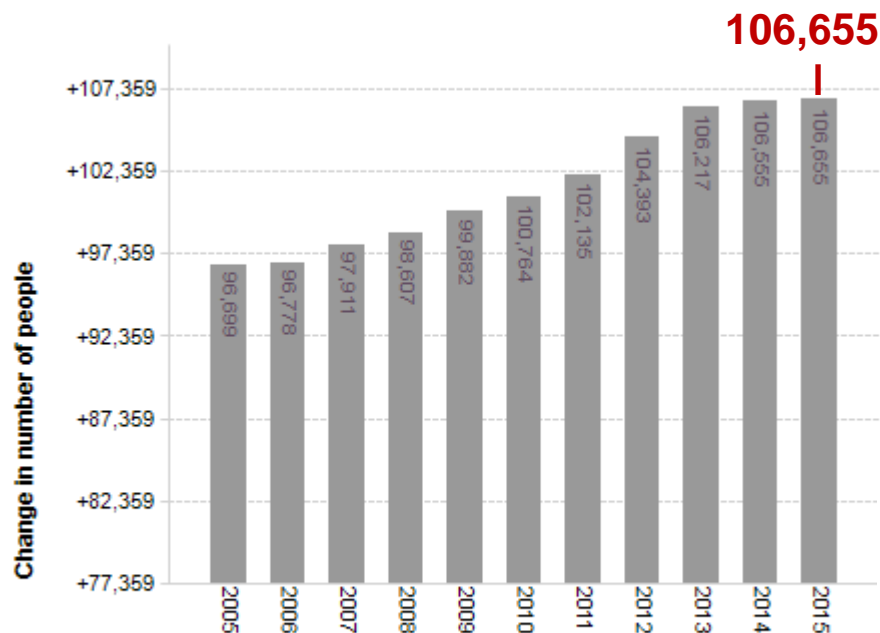
Figure 4: Perth's population, jobs and homes targets

(Source: Perth and Peel @ 3.5 Million - what will Perth and P look like in 2050? Western Australian Planning Commission,



Melville's population is growing

Estimated Resident Population, City of Melville



Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented by .id the population experts

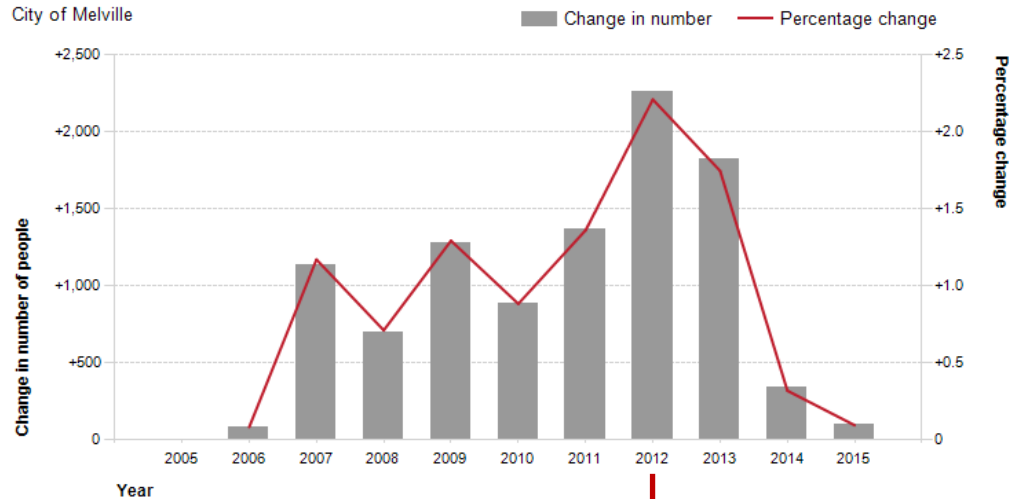
Our population is growing

**But it is not the same every year.
Sometimes the population growth
is very fast, sometimes slower.**

We need to be “ahead of the game”

Annual change in Estimated Resident Population (ERP)

City of Melville



Source: Australian Bureau of Statistics, Regional Population Growth, Australia (3218.0). Compiled and presented by .id the population experts

2,258



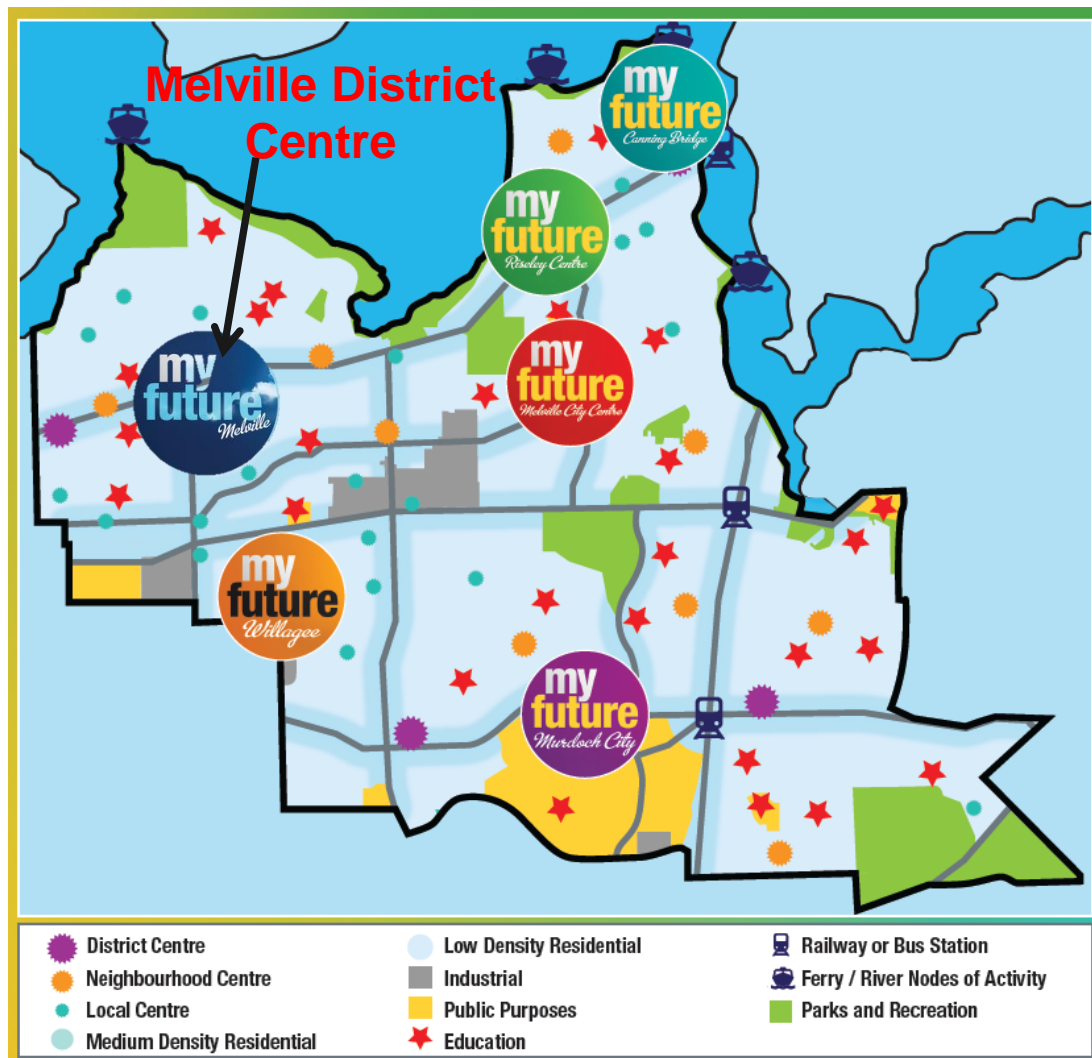
City of
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Our Local Planning Strategy

Focus growth in activity centres and transport corridors

Protect suburban residential areas from significant changes

Based on and aligns with community feedback





City of
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Local Planning Strategy

The community wants a mix of all these things



Vibrant activity centres



Quieter suburban areas

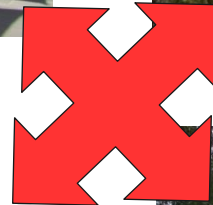


Figure 5: Your move, your choice

Range of transport choices

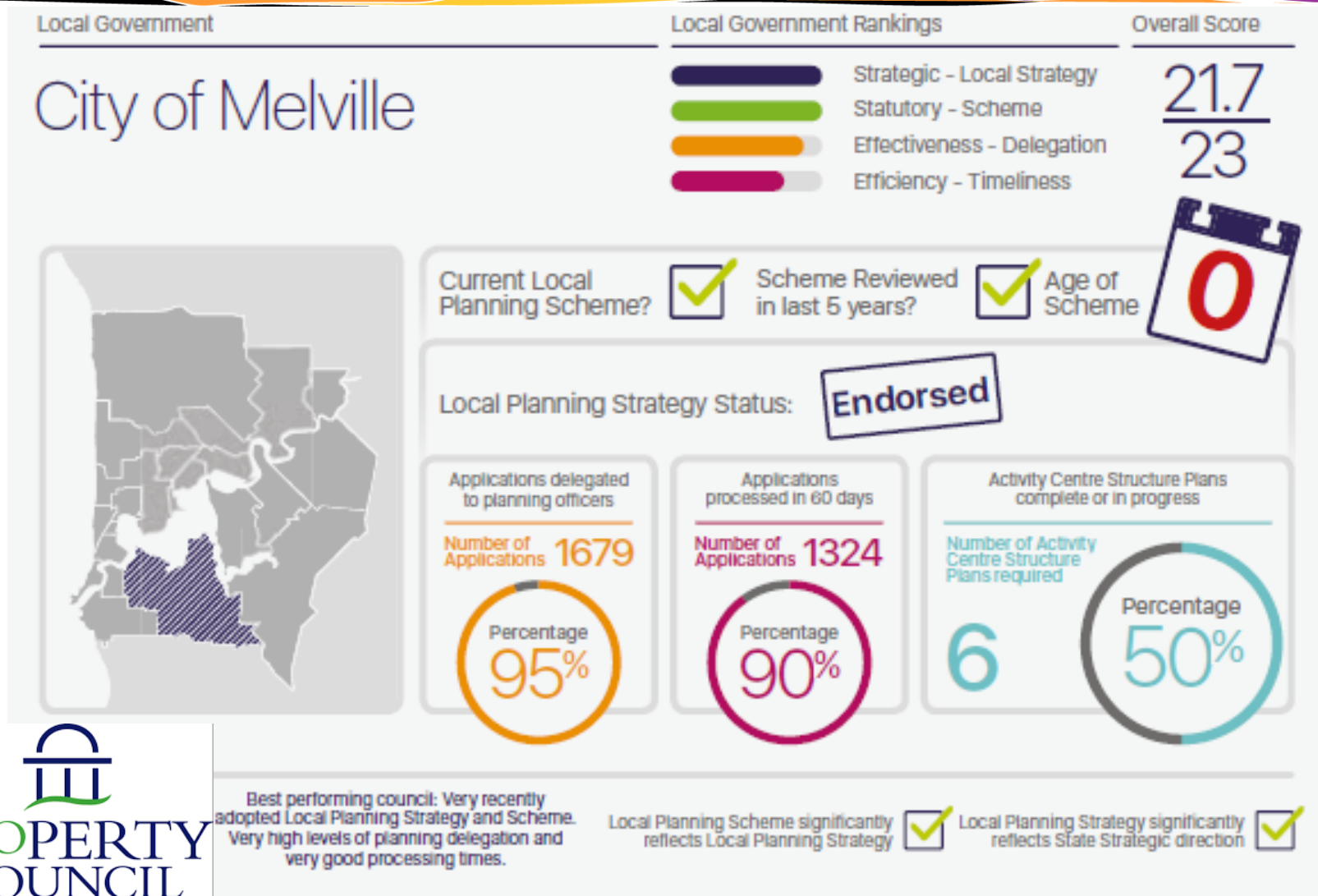


Quality parks & natural areas



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My Future Melville: Best Practice Planning Performance





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My Future Melville: Best Practice Planning Performance

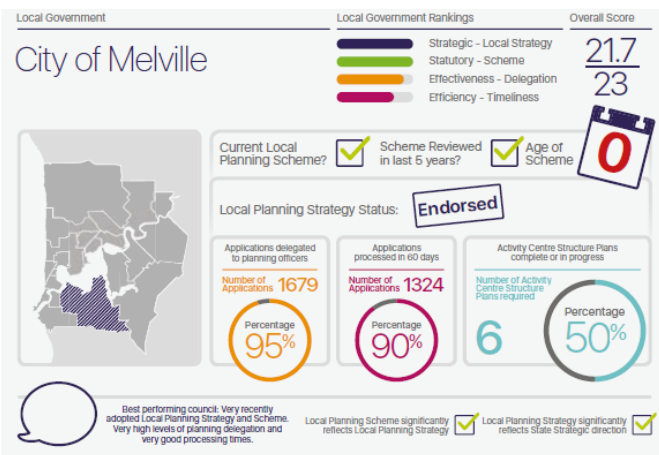
***“Best Performing Council.
Very recently adopted Local
Planning Strategy and
Scheme. Very high levels of
planning delegation and very
good processing times.”***

Property Council, September 2016

Figure 1: Comparison of best practice planning performance of local authorities in the Greater Perth area (2014/15)



LOCAL GOVERNMENT IN DESCENDING ORDER	LOCAL PLANNING STRATEGY (MAX=6)	LOCAL PLANNING SCHEME (MAX=6)	DELEGATION (MAX=5)	TIMELINESS (MAX=6)	SCORE OUT OF 23
Melville	6.0	6.0	4.8	4.9	21.7
Beirmont	6.0	6.0	4.9	3.2	20.1
Armadale	6.0	3.0	5.0	3.9	17.8
Kalamunda	6.0	1.0	4.9	4.4	16.3
Mundaring	6.0	5.0	4.8	Did not provide data	15.8
Cottesloe	5.0	6.0	4.7	Did not provide data	15.7
Kwinana	2.0	3.0	4.9	3.6	13.4
Stirling	2.0	1.0	4.9	4.4	12.3
Joondalup	2.0	0.0	5.0	4.9	11.9
Subiaco	5.0	0.0	3.9	2.8	11.7
Bassendean	6.0	1.0	4.6	Did not provide data	11.6
Vincent	2.0	2.0	4.5	2.8	11.3
Nedlands	1.0	1.0	4.8	4.2	11.0
East Fremantle	2.0	2.0	2.7	4.2	10.9
Canning	1.0	1.0	4.8	4.1	10.8
Fremantle	1.0	1.0	4.3	4.3	10.5
Swan	2.0	0.0	4.6	3.7	10.3
Cockburn	1.0	4.0	5.0	Did not provide data	10.0
Murray	1.0	0.0	4.9	4.0	9.8
Rockingham	1.0	0.0	4.8	3.8	9.5
South Perth	0.0	1.0	4.9	3.6	9.5
Perth	0.0	0.0	4.6	4.4	9.1
Peppermint Grove	3.0	1.0	0.0	4.2	8.2
Mosman Park	6.0	2.0	Did not provide data	Did not provide data	8.0
Serpentine - Jarrahdale	0.0	0.0	4.8	3.1	8.0
Mandurah	2.0	2.0	4.9	Did not provide data	7.9
Wanneroo	0.0	0.0	5.0	Did not provide data	5.0
Gosnells	0.0	0.0	4.6	Did not provide data	4.6
Cambridge	0.0	0.0	3.8	Did not provide data	3.8
Bayswater, Claremont, Victoria Park	Did not participate in the survey				



My Future Melville

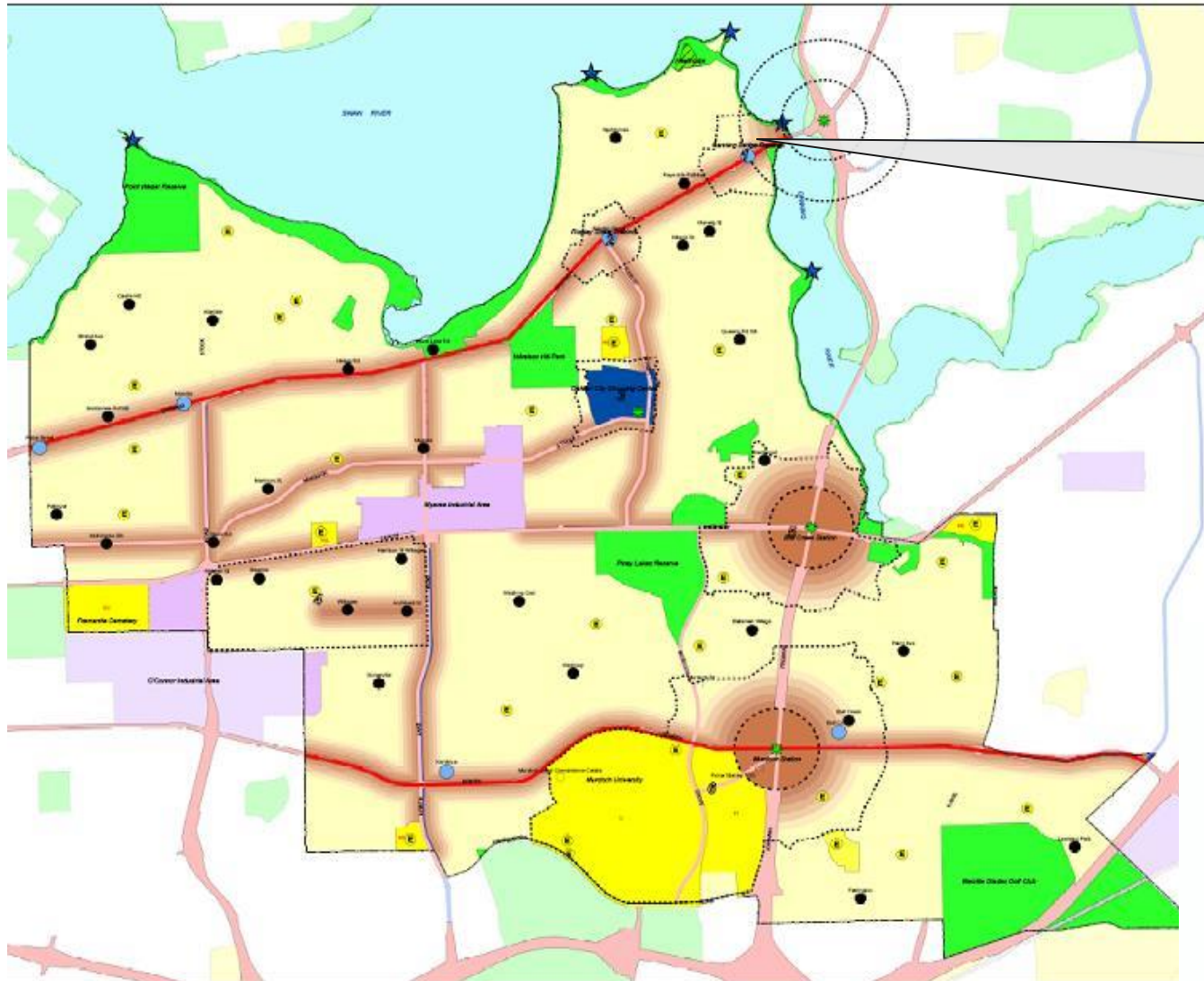
- What's happening in the City of Melville?
- What are we doing to support growth across the City?
- What are some of the outcomes currently being realised?





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Canning Bridge District Activity Centre



Canning Bridge
Activity Centre
Plan adopted
March 2015

State Planning Policy
Recognises:

- 1 Secondary Centre
- 1 Specialised Centre
- 6 District Centres
- 10 Neighbourhood
- 20 Local centres





Canning Bridge Activity Centre Plan



Figure 1 Canning Bridge Activity Centre Plan

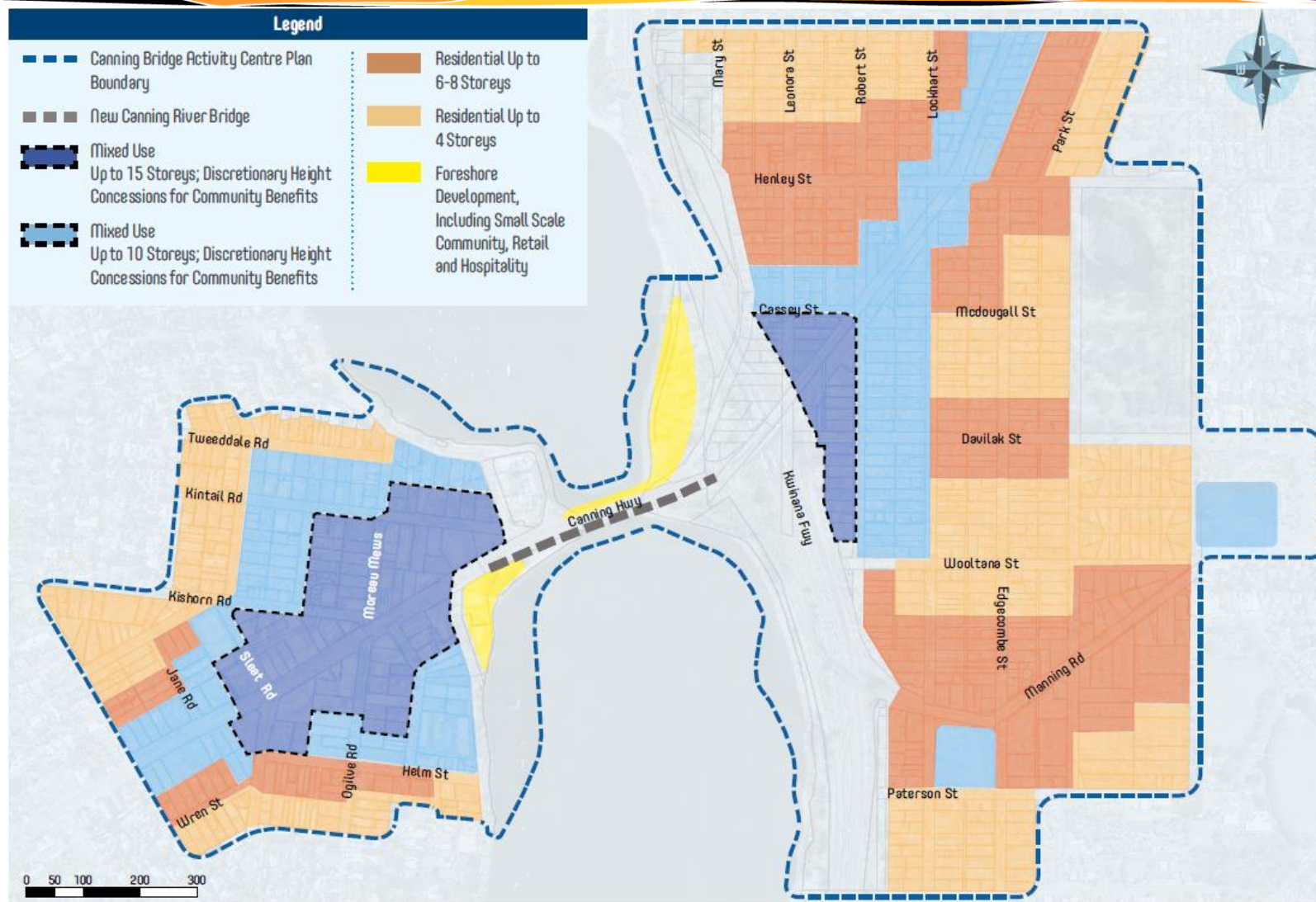


Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones



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Canning Bridge Activity Centre Inherent Benefits



- The freshness of the buildings,
- The design of the building as a part of the streetscape and as a work of art itself.
- Confidence in the community
- Upgrade of landscaping.
- Influx of population.
- Additional rates
- Increased activation
- Increased employment opportunities
- The value of podium and roof top recreation spaces



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Canning Bridge District Activity Centre Community Benefits

- Upgrade and maintenance of footpaths and street verges
- Gymnasium for community sports groups
- Business Centre
- Community Spaces
- End of trip facilities
- Public toilet facilities,
- Mid block Access
- Off street parking bays available to public
- Income from off street parking ceded to the City
- Public Art





Canning Bridge Activity Centre Plan Outcomes




- More affordable housing
- More housing choice
- Revitalisation of the area
- Excellent design
- More sustainable development
- A new level of commitment to sustainability
- Developments selling access to a community
- An activated transit oriented development.



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Canning Bridge District Activity Centre Recent Achievements

Cirque Apartments is the first residential development in Western Australia to achieve a 5 Star Green Star rating for a residential building, after being recognised by the Green Building Council of Australia (GBCA).

A photograph of the Cirque Apartments building, a modern high-rise residential development with a curved facade and glass balconies, situated behind a row of trees and a lower commercial building. The building is reflected in a body of water in the foreground.

“As the first 5 Star residential building in Perth, Cirque Apartments sets a benchmark for the sector and shows that it is possible to achieve affordable, high quality, sustainable design on the west coast.” (GBCA)





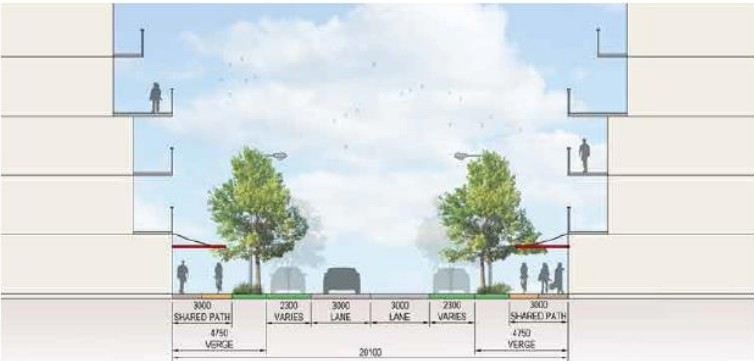



Streetscape Planning



Figure: Draft rendered master plan





Type	Description	Section
Local Accessway 	<ul style="list-style-type: none"> Focus on pedestrian priority Lower speed environment 3000mm shared paths with 1500mm cycle & 1500mm footpaths Level/shared surface Opportunities for kerb buildouts for traffic calming, tree planting and rain gardens High value street tree to be incorporated into any future design Tree retention measures in accordance with AS4970 to be undertaken to protect and maintain high value street trees within development sites The cross section will remain as existing with footpaths on each side and embayed parking where possible 	
Waterfront with Active Pathway (Canning Beach Road and The Esplanade) 	<ul style="list-style-type: none"> Pedestrian priority area Level/shared surface treatment 3000mm shared paths with 1500mm cycle & 1500mm footpaths 3.0m min width for alfresco Provide 'active pathway' on riverside to provide exclusive links for pedestrians and cyclist for regional links (Where possible provide for separated dedicated cycle and pedestrian paths) Covered awnings where building abuts property boundary Offset carriageway alignment to allow for wide paths on built form side for alfresco dining Canning Bridge Road to have parking both sides of street The Esplanade to have parking on river side only 	



Water Sensitive Urban Design

Water Sensitive Urban Design

the design principles for urban water management include:

- Protect natural systems – protect and enhance natural water systems (creeks, rivers, wetlands) within urban developments
- Protect water quality – improve the quality of water draining from urban developments into creeks, rivers and bay environments
- Integrate stormwater treatment into the landscape – use stormwater treatment systems in the landscape by incorporating multiple uses that will provide multiple benefits, such as water quality treatment, wildlife habitat, public open space, recreational and visual amenity for the community
- Reduce runoff and peak flows – reduce peak flows from urban development by the use of on site temporary storage measures (with potential for reuse) and minimise impervious areas
- Add value while minimising development costs – minimise the drainage infrastructure cost of development
- Reduce potable water demand – use stormwater as a resource through capture and reuse for non-potable purposes (e.g. toilet flushing, garden irrigation, laundry).
- Support local biodiversity and habitat creation - plant locally native species that are appropriate to the conditions of the WSUD device. Species selection should consider surrounding use for example in high use pedestrian areas species should have a tidy and attractive appearance and not cause a trip hazard or block sight lines.

In relation to specific localities within the masterplan area, the design principles seek to:

- Where possible, biofilter treatment should occur at the entry to existing drainage, with a filter area of two percent of the impervious catchment area.
- Source treatment measures such as tree pits, biofilters and bioretention swales and rain gardens are all suitable for implementing within the verges along the Local Connector, Public Transport Boulevard and Local Accessways.
- Water-front accessways may have high groundwater, limiting the infiltration capacity. Treatment options in these locations include Gross Pollutant Traps, filter socks and in-pit trash baskets.

- Parking spaces along Local Accessways are an opportunity to use permeable paving and/or replace occasional parking spaces with rain gardens in the form of blister islands.
- Roads and other impervious surfaces to be graded towards pervious areas, with flat kerbs to be used to allow direct flow into these areas.



01 WSUD incorporated into carpark
02 Planted WSUD incorporated into verge
03 WSUD in park



B - Main Roads WA

Planning Control Area

Main Roads WA (Main Roads) have advised the planning control area within Canning Highway and the CBSP area, as shown in Figure 7.

The purpose of the planning control area is to protect the affected land for future road upgrading of Canning Highway. As stated by the Department of Planning (DoP), the planning control area has been approved by the Minister for Planning to:

...ensure that Canning Highway would operate effectively in the long term and continue to provide the regional road functionality that is needed to support the overall development and viability of the centres that it connects such as Fremantle, Perth and Canning Bridge.

The WAPC considers the planning control area necessary to ensure that no development occurs on the land which might prejudice the purpose until it may be reserved for regional roads in the Metropolitan Region Scheme.



Figure 24 Planning Control Area (DoP 2016)



City of
Melville

Working towards Your Future Melville





Planning for “*Your Future Melville*”

- Facilitate and accommodate growth in population and housing
- Promote housing affordability and diversity
- Maintain the sought after amenity of our suburbs
- Support public transport initiatives
- Encourage investment in our centres
- Support the growth and resilience of our centres through good design and land use mix
- Improve access to jobs and services
- Diversifying the industry/jobs base



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My Future Murdoch

How to get involved:

Melville Talks:

Web: www.melvilletalks.com.au/

Local Housing Strategy (online survey) – mail out from next week....

Web: www.melvilletalks.com.au/

Canning Bridge Activity Centre Plan

Web: www.melvillecity.com.au/canningbridge



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my future *Melville*

*To achieve the best outcomes for tomorrow
we need to plan effectively for change today.*



Thank you for your interest in

The City's 20 year vision for the future

A great place to live, work and play