

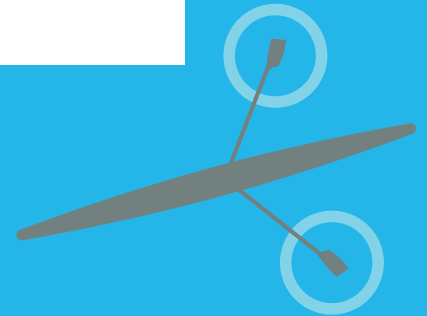
AT

CANNING BRIDGE



**Report on Consideration
of Submissions**

March 2023



We acknowledge the Whadjuk people of the Nyoongar nation as the traditional owners of this land and pay respect to Elders past, present and emerging.

Thank you to the City of Melville and all those who participated in the project for their time, ideas and enthusiasm.

DOCUMENT CONTROL

Title	Canning Bridge Activity Centre Plan -Report on Consideration of Submissions			
Client	City of Melville			
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Introduction

Hatch RobertsDay has been commissioned to conduct an independent review of the Canning Bridge Activity Centre Plan (ACP). This has included stakeholder engagement across the duration of this commission. A key refrain heard from stakeholders since the inception of the review has been:

“Outcomes have not matched expectations in the precinct”

Any review of the ACP needs to be mindful of infill growth targets. WAPC established infill growth targets for the City of Melville as a whole, and within the municipality the City of Melville itself identified a growth target of 4273 additional dwellings to be provided within the Canning Bridge precinct to 2051.

This report provides a series of recommended actions to meet the target set by the City of Melville, and more importantly to ensure the character, amenity and vibrancy of the precinct is retained and enhanced into the future.

Recognising that focus on the ACP alone will be insufficient to deliver a desirable future for the precinct, Hatch RobertsDay has proposed a range of actions to complement the ACP (which only

provides development control for private land). These complementary actions are interconnected with the recommendations within the ACP. Any consideration of recommendations should consider the actions proposed holistically.

Supporting information is provided in appendices to this report, specifically:

1. Explanation of Growth Model
2. Approach to Height and Plot Ratio
3. Response to CRG* document
4. Response to Submissions
5. Schedule of Modifications in Advertised Version of ACP

** CRG (Community Reference Group) comprising interested members of the community that presented and alternative proposal to the initial Hatch RobertsDay revised ACP, which Council resolved to contemporaneously advertise for public comment.*

Background

Hatch RobertsDay was commissioned in late 2020 to conduct a review of the Canning Bridge Activity Centre Plan for the City of Melville.

The clear message from the City and elected members on initiation of the review was that “outcomes have not met expectations.” The review was established with a mandate to be independent.

Immediately on being commissioned, Hatch RobertsDay embarked on substantial community and stakeholder engagement, including questionnaires, stakeholder roundtables, community and landowner workshops, and various stakeholder meetings.

Early engagement culminated in a three day Place and Design Forum held at the City of Melville in February 2021. The remit of this forum was holistic, looking beyond planning controls at creating the best possible future for the Canning Bridge precinct. The forum collectively identified issues and opportunities and set an approach for issue resolution by collaboratively building guiding principles and testing ideation of solutions for Canning Bridge against agreed objectives aligned to the principles. This enabled consideration of urban design statutory planning responses to be focussed and aligned to a more holistic ‘place-making’ outcome. This was important to establish perspective on the key issues that motivated the project brief.

Following this engagement and in particular the Place and Design Forum, ideas and directions for the future of the precinct –not limited to the Activity Centre Plan –were presented in the Precinct and Place Report.

Relevant elements of the Precinct and Place Report were carried into the modified Activity Centre Plan, to provide a direct “line of sight” from the deliberative engagement and issues identification (reflected in the Precinct and Place Report) and the changes proposed to the ACP.

Importantly, the Precinct and Place Report was advertised with the revised Activity Centre Plan to enable this direct comparison and expanded explanation of the changes proposed.

A schedule of modifications made to the Activity Centre Plan prior to advertising is provided as an appendix to this report. A version of the modified Activity Centre Plan was published on the City of Melville website that included annotations for all changes proposed (depicting the text proposed to be changed and rationale for each change).

From the ACP submitted for consideration by Council, one significant change was made prior to advertising. At its meeting on 11 July 2022 initiating the revised ACP for advertising, Council resolved to reduce the maximum height of land zoned M15 (Additional Height) from 30 storeys down to 25 storeys.



Figure 1 - Canning Bridge Activity Centre Plan



Figure 2 - Precinct and Place Report

Background

Advertising Period

Following Council resolution to advertise, the revised Activity Centre Plan was made available for public comment for a period of 60 days from 29 August to 28 October 2022, including making hard copies available for viewing, notices in local newspapers, and making four documents (the “clean” revised ACP, the annotated revised ACP, and the Precinct and Place Report). The Council also resolved to contemporaneously advertise alternative recommendations, as presented by the CRG.

It is understood that advertising, administered by the City of Melville, was undertaken in accordance with relevant planning regulations and guidance.

Additional tasks during Period

Beyond the advertising required by planning regulation, during the advertising period Hatch RobertsDay held an Open Day at Canning Bridge Rowing Club on 8 September 2022, a workshop for 16-25 year olds on 18 October 2022, and held a meeting with the Community Reference Group on 27 October 2022.

Review of Submissions

A total of 588 submissions were received in the advertising period, through a variety of means including via Melville Talks, proforma letter, petitions and individual submissions.

Key themes included green space, height and density, traffic concerns, community benefits and parking.

Each submission is summarised (with anonymity) in an appendix to this report.

Process post Advertising Period

Following closure of the advertising period, Hatch RobertsDay was commissioned to review the submissions, and engage with a Stakeholder Panel to consider further changes to the revised ACP.

The panel met on four occasions:

- 2 November 2022
- 9 November 2022
- 30 November 2022
- 24 February 2023

The intent of the panel process was to

- Undertake a high-level overview of submissions received
- Provide an overview of the process including WAPC expectations
- Prioritise areas of focus
- Share a high-level discussion on direction
- Workshop draft amendments to the ACP
- Consider the merits of new information arising through the public advertising of the ACP Report and the Stakeholder Panel process that would warrant modification to current recommendations to improve the performance of the ACP
- Present proposed modifications table
- Obtain feedback

Generally, this process was undertaken in a deliberative manner, allowing for discussion and consideration by the panel, and exploration of responses. Based on preliminary discussions, the final panel session progressed to specific text and plan changes.

There was also discussion in relation to growth modelling for the precinct, particularly in the second and third panel sessions. Based on this, Hatch RobertsDay provided further background to the growth modelling process in writing, and invited a group of the panel to explore growth implications of various changes proposed through the panel sessions. Both of these occurred in advance of the final panel session.

Similarly, other supporting information, including precedent examples of local development plans and a draft community needs analysis paper was issued for the panel to review ahead of the final panel session.

In addition to the panel process, Hatch RobertsDay met with the Community Reference Group and Mayor on 8 February 2023. There is substantial overlap between membership of the Community Reference Group and the stakeholder panel. A range of matters were discussed at this meeting, again including an extensive description of the growth modelling process.

Outcomes

The outcome of the aforementioned post-advertising deliberations is reflected in the following descriptions of:

- Actions recommended to be undertaken outside of the ACP
- Changes to the advertised version of the ACP

Throughout the panel process it was acknowledged that Hatch RobertsDay will agree with some views put forward and agree to disagree on others. It is also worth noting that for many matters under consideration there was a range of views shared from the panel, rather than a uniform response.

Notwithstanding the mandate for Hatch RobertsDay to retain its independence, it must be acknowledged that in some instances the position depicted is more reflective of views and opinions of the panel than our considered professional opinion.

Additionally, it must be noted that Hatch RobertsDay was encouraged to limit consideration of the approval risk of the modified ACP when considered by WAPC, which in some cases may be evident in the changes recommended.

Finally, it is understood that the City of Melville have been advised to provide a recommendation to WAPC by the end of April 2023, which has influenced the finalisation of this process.

Recommended Actions outside of the Activity Centre Plan

As discussed in preceding sections, to deliver an appealing and cherished future for the Canning Bridge precinct, recommended improvements must go beyond the Activity Centre Plan and regulation of development on private land. A full range of actions are identified in the Precinct and Place Report. These recommendations go beyond the remit of the Hatch RobertsDay scope, however, we considered it important to provide this advice to provide context to the Review and its recommendations and to ensure all stakeholders are aware that the ACP on its own will not achieve all of the desired outcomes. Recommendations beyond the ACP are as follows:

1. Funding the Precinct

In addition to funds collected from further development, the City should critically examine the extent to which Canning Bridge rates revenue cross-subsidises the balance of the municipality, and whether more funds can be reinvested back into the precinct, particularly given its identification as a major area of growth by both the state government and the City of Melville.

2. Public Open Space

Prepare a Public Open Space (POS) Strategy for Ministerial endorsement, and an accompanying implementation policy for City of Melville. The POS Strategy provides the basis for the City to collect funds to make up for a considerable open space shortfall within the precinct. Funds collected are required to be retained in a dedicated trust account, for expenditure only on open space in accordance with the endorsed POS Strategy.

Additionally, further progress of work to increase greenery in the precinct (not necessarily within public open space), and seek to fund implementation as a budget item.

3. Traffic and Parking

Strengthen promotion and advocacy of existing parking cash in lieu policy, which is underused and does not appear to be well known by prospective developers.

Review the Parking Strategy for the precinct, which identifies on-street parking controls at a strategic

level, to assist in driving desired outcomes, like reducing car dependence and discouraging all-day commuter parking on streets.

This parking strategy could be extended to the establishment of strategic communal parking facilities for non-residents in future developments, funded (for example) by parking fees, cash-in-lieu contributions and improved rates revenue distribution. The effect of larger pooled parking areas will be to provide improved legibility (visitors arriving by car will know immediately where to park), reduced traffic (from cars circulating looking for a parking space), and anticipated local economic benefits (more pedestrian activity between parking spaces and intended destinations, creating “wallets past windows” and local spending. The end goal of strategic communal parking facilities will be to affect a modal shift for commuters over time, which would (on achievement of this goal) render the parking facility surplus to requirements creating opportunity for repurposing the facility or site.

Tie parking to cash in lieu in addition to a dedicated trust account for pooled parking cash in lieu contributions (much like the POS trust fund, only to be spent on identified transport improvements).

Establish a cumulative traffic management model, ideally such a model would be live or included in advertising, to understand the cumulative impact of traffic rather than impacts on individual proposed developments in isolation. Such a model would require a budget allocation to fund its establishment and ongoing use.

Institute a local speed limit (for example 30 or 40 kph) and, importantly, ensure streets are designed to reflect posted limits, to promote a safer and more pedestrian-friendly environment.

4. Seek a better outcome for Canning Highway

The current transport planning for the future of Canning Highway, an open “duck and dive” design, is considered the most important issue and most critical risk to the future of the precinct. It will have the effect of severing the precinct, discourage walking, cycling and public transport use (further encouraging

car use), reduce opportunity for street trees, and significantly blighting the area with substantial noise and amenity issues.

The City of Melville is devoting advocacy efforts for an improved outcome. The community is becoming increasingly aware of the grave impact such a design would have on the Canning Bridge community, if implemented. More effort is required to lobby for unity rather than severance of the Canning Bridge community in any change to Canning Highway, and for vibrant walkability rather than a “traffic trench.” An opportunity now presents to use the ACP Review as the ‘place-based’ foundation to engage all State transport agencies to achieve a more holistic land use and transport outcome and promote the required investment by the State to deliver the infrastructure critical to the functionality of the ACP. This was not the remit of this project brief, however, our best endeavours to encourage Main Roads WA participate in the Planning Design Forum failed.

5. Improve Transport Choice

Focus on improving walkability and security (real and perceived) for those walking to Canning Bridge train station. This includes lighting, surveillance and more human activity to improve safety and therefore the appeal of the train station.

It is also noted that Canning Bridge station is a bus interchange station. To this end, the City is encouraged to advocate for a bus interchange that provides convenience and ease of use. This cannot be achieved unless the interchange is located above the train station, spanning the freeway. Any interchange requiring a long walk will fail to attract people to public transport, boost car use and traffic, and aggravate the abovementioned safety issues related to station access.

Articulate to State Government that, in the original ACP, the increased density delivered locally has been paired with – and arguably predicated upon – demonstrably improved public transport connection provided by the State, and that substantial enhancements are required for this element of the precinct to be realised.

6. Targeted Community Benefits

The ACP allows for community benefits to be paid as a cash in lieu contribution. This has several advantages, including enabling benefits to be provided off site rather than within a development, and to enable the City to provide community benefits that meet

demands and needs rather than whatever is provided by the developer within a building.

It follows that the City should have a list of prioritised community benefits to fund that provides certainty for all parties for what is considered a benefit of genuine value to the community and Canning Bridge precinct. Hatch RobertsDay recommends that any assessment of community benefits be based on the following three considerations:

- Emerging demographics for a precinct in transition
- Alignment with the established vision for the precinct
- Direct community feedback on preferences

Any documentation of acceptable community benefits should also be quantitative: for example two community meeting spaces. There is a diminishing value in additional identical community benefits being provided, and identifying a quantitative limit to these facilities ensures that oversupply of undervalued facilities and benefits is avoided.

Furthermore, it must be stressed that this assessment should be subject to detailed stakeholder engagement. A preliminary draft analysis has been prepared by Hatch RobertsDay, however this is of limited value without genuine ownership of the process by the City, elected members, stakeholders and the community.

This work would complement the provisions in the revised ACP. As with other cash in lieu contributions, funds should be directed to a dedicated trust account.

7. Local Development Plan Procedure

Local Development Plans (LDPs) have been included in the ACP as a requirement and tool to support the intent of the ACP and facilitate a more efficient and effective assessment of Development Applications by the City or the Joint Development Assessment Panel. It enables a more detailed interrogation of the design responses to development and the public realm, which need to be nuanced to the circumstances of each place.

The aim of this initiative is not just to avoid the reliance on generic policy and provisions and to optimise design and planning outcomes, but to also set a more detailed level of expectations for the proponents of development and the community, avoiding ambiguity and uncertainty.

The use of LDPs support an understanding that some flexibility with respect to development control

is needed to achieve better public realm outcomes and, the role and investment in the public realm and, importantly, the vital need for the City's stewardship of place outcomes.

8. Design Quality

Further guidance on design quality is provided in the revised ACP. To complement this, a range of actions outside of the ACP are recommended.

Firstly, further direction is required to be given to the Design Review Panel in respect of design quality. Specifically, the Terms of Reference and other relevant documents need to be updated to ensure there is further focus on the external presentation of proposed development, particularly (but not exclusively) where bonuses are being sought – development concessions (additional height and plot ratio) are experienced externally, so any attendant improvement in design quality should similarly be externally focussed.

Additionally, the City should consider appointment of a City Architect to provide further guidance of design quality. It is understood that this role has been successfully employed in the City of Perth and provides an important link between the Design Review Panel, elected members and City administration. This value of this internal capability will be to ensure negotiation of built form outcomes are not reliant on town planning input in isolation; where early conversation and collaboration between City Architect and proponent architect will contribute to a more integrated consideration of outcomes.

As part of the Design Review process, minutes from preliminary meetings of the Design Review Panel could be published with development proposals being advertised for public comment to provide a publicised independent assessment of design quality. This will also assist in ensuring the Design Review Panel is accountable.

Finally, to ensure design quality is actually delivered, Council should allocate dedicated funds to post-construction auditing to ensure design quality (and community benefits) are provided prior to occupancy.

9. Stranded Assets and Compensation

The question of “stranded assets” (lots isolated by surrounding development and unable to be developed themselves) is vexed and not limited to the ACP. Some provisions for isolated lots have been included in the ACP however to tackle the broader question the City is recommended to undertake a study into isolated

lots, including questions of appropriate compensation mechanisms, an effective framework and process to provide clarity for all parties, and consideration of any legal and governance questions.

Any study should actively engage with all stakeholders as part of this process to ensure its perceived and actual validity.

10. Precinct and Place Report

Finally, endorse the Precinct and Place Report, containing a range of important complementary actions to deliver an exceptional future for Canning Bridge, and establish an appropriately-funded implementation programme to deliver this exceptional future. In our experience, the investment in this work is often overlooked and undervalued, resulting in failure deliver on the promise. This work needs to be considered as a critical starting point to engaging the entire City administration to advance the formulation of a delivery strategy.

Long term actions for ACP

Within the ACP and planning framework there are some longer term actions identified. Logically these would occur as part of renewal of the ACP, due in 2025. Accordingly, preparations for these actions can be initiated now to align with the timing of the renewal.

1. Splitting the ACP at the Local Government Boundary

The Canning Bridge ACP is somewhat experimental when first introduced. Not all of the innovations have proven fruitful. The ACP being spread across the Cities of South Perth and Melville has not delivered the benefits originally envisaged, and remains bureaucratically cumbersome. The City of Melville should initiate discussions with the City of South Perth and WAPC to kick start the process of splitting the ACP. In the meantime, the text of the ACP has been structured so that controls over City of Melville land are clearly and separately described.

Notwithstanding a split of the ACP document, the City of South Perth and Melville should continue to work together on key shared elements and common concerns, such as the future of Canning Highway, Kwinana Freeway considerations, the Swan-Canning River interface, and the train line.

2. Incorporating Elements of the ACP into the City of Melville Planning Scheme

This would provide additional certainty for key elements of the ACP. However any change to the scheme will require Ministerial approval and is a lengthy process.

It is vital that broad stakeholder engagement is included in any deliberations about incorporation into the scheme – and agreement across stakeholder groups. This would be an expectation in consideration of any scheme amendment.

Exact items to consider for incorporation is an important part of the stakeholder engagement process. Generally speaking it is advisable to consider only three or four elements to be included in the scheme, so it is advisable to consider priority matters for inclusion.

Proposed Changes to the Advertised version of the Canning Bridge ACP

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale										
1a	Plot Ratio - Base	Clause 2.7.4 (p30)	Amend plot ratio table as follows: <table border="1"> <thead> <tr> <th>Zone</th> <th>Maximum Plot Ratio</th> </tr> </thead> <tbody> <tr> <td>H4</td> <td>1.0</td> </tr> <tr> <td>H8</td> <td>2.1</td> </tr> <tr> <td>H10</td> <td>2.9</td> </tr> <tr> <td>H15</td> <td>4.2</td> </tr> </tbody> </table>	Zone	Maximum Plot Ratio	H4	1.0	H8	2.1	H10	2.9	H15	4.2	Slight increase in plot ratio (0.2 for each one) to ensure infill growth targets as set by the City of Melville and state government, can be met given other changes to the ACP
Zone	Maximum Plot Ratio													
H4	1.0													
H8	2.1													
H10	2.9													
H15	4.2													
1b	Plot Ratio - Bonus	Bonus Provisions (p52)	Amend right hand column of table depicting heights and plot ratio as follows: <table border="1"> <thead> <tr> <th>Maximum Plot Ratio</th> </tr> </thead> <tbody> <tr> <td>3.7 (0.8 additional)</td> </tr> <tr> <td>5.7 (1.5 additional)</td> </tr> <tr> <td>6.7 (2.7 additional)</td> </tr> </tbody> </table>	Maximum Plot Ratio	3.7 (0.8 additional)	5.7 (1.5 additional)	6.7 (2.7 additional)	As above						
Maximum Plot Ratio														
3.7 (0.8 additional)														
5.7 (1.5 additional)														
6.7 (2.7 additional)														
2	Stranded Assets Defining them and providing them with opportunity for redevelopment and renewal (parking concessions)	8 Interpretations (p 56)	Insert definition for "Isolated Landholding (Applies to Q1 and Q2)" as follows: <i>"A lot or lots with a combined area below the minimum lot size to qualify for development above 6 storeys in M10 or M15 zones under Element 2 of the CBACP, and that are surrounded by development which, in the opinion of the City of Melville, has no reasonable prospect of redevelopment (for example due to surrounding development being recent or subject to heritage controls)"</i>	Recognise that, due to development on neighbouring lots, some landholdings will be isolated and unable to meet the minimum lot size requirements for more intense development. To partly account for this, parking requirements have been relaxed to make smaller scale development more viable and reduce car dependence										
		Element 18 (p49)	Insert clause 18.11 that states as follows: <i>"18.11 Notwithstanding the controls under this element, parking requirements for land uses on isolated landholdings as defined in Part 1, Section 8 of this document may be reduced by up to 50%."</i>											
3	Setbacks and Site Cover Front setbacks Secondary street controls	Clause 4.10 (pp 33 and 34)	Reword Clause 4.10.1 as follows: <i>"4.10.1 All primary street setbacks for podiums shall be in accordance with frontage types stipulated in Figure 3, as follows:</i> <ul style="list-style-type: none"> • Active frontages: Min 2 metres • Mixed frontages: Min 4 metres • Residential frontages: Min 6 metres" Add clause 4.10.4 as follows: <i>"Secondary street setbacks for podiums shall be a minimum of 3 metres"</i>	Clarify secondary street setback requirements. Remove the possibility of a nil setback in appropriate circumstances										
3	Rear setbacks	Clause 5.8.4 (p 36)	Reword Clause 5.8.4 as follows: <i>"5.8.4 Development within the H4 zone shall be setback a minimum of 6 metres or 20% of the lot width (whichever is lesser) from side boundaries</i> Insert new Clause 5.8.5 as follows: <i>"5.8.5 Development shall be set back as follows:</i> <ul style="list-style-type: none"> • 4 metres from the rear boundary within the H8 zone and M10 or M15 zoned land with a rear boundary abutting H4 or H8 zoned land, and • 6 metres from the rear boundary within the H4 zone" Renumber current clause 5.8.5 as Clause 5.8.6.	Adjust rear setbacks to balance amenity and development potential in the area, and to have regard to potential development of neighbouring lots										

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
3	Site cover, landscaping and deep soil zones	Element 10	<p>Reword Clauses 10.2 and 10.3 as follows:</p> <p><i>10.2 Notwithstanding Clause 10.1, within Q3, Q4, Q5 and Q6, where setbacks or open space is proposed for M15 and M10 Zone development, landscaped spaces shall be provided. Landscaping is also encouraged at podium level or within large scale balconies or on roofs.</i></p> <p><i>10.3 Notwithstanding Clause 10.1, within Q3, Q4, Q5 and Q6, all development in the M15 and M10 Zone shall provide a minimum area of landscaping equal to 75% of the overall site area. This can be achieved via landscaped rooftop terraces or gardens, podiums and communal open space areas and does not have to comprise only of vegetated area. Balconies with an area of 12m² or greater shall be included in this area calculation.</i></p> <p>Add Clause 10.9.3 as follows</p> <p><i>10.9.3 Development in the M15 and M10 Zone shall provide a minimum deep soil area equal to 15% of the overall site area. This may be reduced to 10% where mature trees are to be retained on site.</i></p>	To enhance and encourage greenery including retention of mature trees, to contribute to the character of the precinct, combat the heat island effect, and enhance amenity
4a	<p>Open Space</p> <ul style="list-style-type: none"> Designate locations (noting pending Council resolution) Identify general locations for additional POS 	Figure 1 (p14) and related modifications to Plan Series	<p>Depict Council-owned land at 27, 29, 31 Moreau Mews and 50 Kishorn Street as Public Open Space</p> <p>Depict Council-owned land at 13 The Esplanade and 64 Kishorn Road as Public Open Space with a notation "Subject to existing Council-initiated study on future of land"</p> <p>Use a green asterisk (to depict "general location of public open space") at the corner of Canning Beach Rd and Kintail Rd, and north-west corner of Kishorn Rd and Forbes Rd</p> <p>Depict "Linking Pathway" along Canning Highway west of Canning Bridge</p>	To identify specific locations for open space with a relatively high likelihood of being delivered due for example, to council ownership of the land.
4b	<ul style="list-style-type: none"> Clarify that POS is not retrospective, and WAPC policy will be applied 	Clause 10.9.1 (p42)	<p>Reword clause 10.9.1 as follows:</p> <p><i>"10.9.1 Where a development site (or the previous subdivision which created it) has not previously been required to provide public open space, a development may be required to provide up to 10% as public open space, or cash in lieu of land, subject to WAPC policy guidance on public open space, and procedures for cash in lieu contributions for public open space. Any requirement for public open space should be established as early as practicable in the design development process."</i></p>	Minor clarification to ensure the intent of this provision is clear and that certainty is provided to all stakeholders.
4c	<ul style="list-style-type: none"> LDPs for land identified as potential POS or linkage 	Clause 10.9.2 and 10.9.3	<p>Insert additional clause 10.9.2 as follows:</p> <p><i>"10.9.2 Where development is proposed on land identified as Public Open Space, on or adjacent to land identified as a potential Public Open Space location, or on land identified as having a Linking Pathway, the City of Melville may require a Local Development Plan to be prepared to address the provision of or interface to public open space or a linking pathway."</i></p> <p>Renumber clauses accordingly</p>	To enable the effective coordination of public and private realm improvements and development, to provide more certainty to all stakeholders for development potential, community benefits, and preliminary design outcomes before development application lodgement.

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
5	Height	Clause 3.9.1, p 32	Replace with <i>“3.9.1 Podiums which are developed shall be sleeved or otherwise screened to ensure parking is not visible from the street, and shall not exceed 8 metres in height above NGL unless varied by a Local Development Plan, suitably addressing bulk and articulation, to an absolute maximum of 15 metres,”</i>	Ensures podiums are fit for context and provide positive contribution to the streetscape.
6	Community Benefit (Increase requirement to 5%)	Clause 22.2 (p54)	22.2.1 To gain additional development concessions, proposed development must provide significant community benefit. Community benefits provided by the proposed development shall be items stipulated in the Place and Community Needs Blueprint. The value of community benefits provided on site contribution shall comprise 5% of the construction value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis 22.2.2 In lieu of providing community benefits on site, a cash contribution may be agreed as an alternative. Such contribution shall comprise 5% of the construction value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis	Adjusted from 3% to 5% to balance community benefits with impacts experienced from additional development (height and/or plot ratio)
7	Frontages	Figure 3 (p17)	Modify frontage type for Forbes Road between Kintail and Tweeddale Roads from Residential to Mixed	Minor adjustment to reflect the role of Forbes Road as an important connection to the north, and that passing trade may stimulate non-residential uses.
8	Plot Ratio	8 Interpretations (p56)	Plot Ratio (applies to Q1 and Q2) For the avoidance of doubt, plot ratio shall be measured and defined as in the State Planning Policy 7.3 Residential Design Codes Volume 2-Apartments (R-Codes Vol. 2), with the exception of enclosed balconies primarily facing Canning Highway which shall be excluded from plot ratio area calculations, for which the first 15sqm of balcony area per unit shall be excluded from plot ratio area as defined by WAPC in State Planning Policy 7.3 and associated calculations.	To protect amenity of dwellings fronting Canning Highway by enabling enclosure of balconies with no plot ratio penalty
9	Minimum Developable Area Calculations • Exclude land subject to PCA or reserves from calculations (for base heights)	Clause 2.7 (p30)	Add clause 2.7.5 as follows: <i>“2.7.5 Within Q1 and Q2, in calculating minimum lot sizes under clauses 2.2 and 2.3, any area subject to a Planning Control Area or Metropolitan Region Scheme reserve for widening of Canning Highway or associated streets, or any land required to be ceded shall be excluded from area calculations.”</i>	Clarification of purpose for Planning Control Area excluded from land area calculations

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
9	<ul style="list-style-type: none"> Exclude land subject to PCA or reserves from calculations (for bonuses) 	Clause 21.5 (p53)	Add Clause 21.5.3 as follows: <i>"21.5.3 Within Q1 and Q2, in calculating minimum lot sizes under clauses 21.2 and 21.3, any area subject to a Planning Control Area or Metropolitan Region Scheme reserve for widening of Canning Highway or associated streets, or any land required to be ceded shall be excluded from area calculations."</i>	As above
10	Parking	Clause 18.3 (p48)	For "Residential visitor" dwelling type in Q1 & Q2 replace "N/A" with "Min: 0.1 per dwelling"	Ensure provision is made for residential visitor parking in the ACP
		Clause 18.11.2 (p49)	Replace clause with <i>"Access and egress to and from on-site parking, from and to the street shall comply with AS/NZS 2890.11:2004 Parking Facilities Part 1: Off-street parking"</i>	To ensure suitable sightlines based on Australian Standards

Plan Changes

Ref	Subject	Clause and/or Page	Modifications Proposed	Rationale
1a	Plan changes ACP Boundary Moving southern boundary	Figure 1 (p14) and related modifications to Plan Series	Adjust ACP boundary to remove land south of Wren St, and south of Helm St	To provide a street as a boundary for the southern edge of the ACP area in keeping with previous Council resolution
1b	Height on Forbes Rd	Figure 2 (p15) and related modifications to Plan Series	Revert properties on the western side of Forbes Rd between Kishorn Rd and Tweeddale Rd from H8 to H4;	To protect the amenity of these properties

Appendix 1

Explanation of Growth Model

Throughout this process, Hatch RobertsDay has provided information on its growth modelling to a range of audiences including:

- a presentation to elected members in December 2021 (after which questions were answered both in person and in writing)
- an extensive briefing to the CRG in a February 2023 meeting,
- to the stakeholder panel in advance of the final meeting in February 2023, and
- working through growth model implications with a stakeholder panel subgroup in February 2023.

Throughout the process some additional information relating to the CRG growth model has been gleaned. By way of comparison the relevant questions as emailed to the CRG in November 2022 are repeated below with HRD responses provided (these have been summarized for conciseness).

Questions Regarding Modelling	HRD Response
<p>Beyond dwellings, what consideration has been given to commercial (office) and retail floorspace projected growth? What is the assumed mix of uses for each site or building type?</p>	<p>Additional floorspace for retail and office commercial derived from the City of Melville's Local Commercial and Activity Centres Strategy</p>
<p>What is the reason for the proposed mix of dwelling types (1 bed, 2 bed, 3 bed mix)?</p>	<p>Based on a range of examples within the City of Melville and comparable precincts (reflective of the premium market which is likely to exceed minimum WAPC requirements)</p>
<p>What is the justification for dwellings to be located in two of three podium levels?</p> <ul style="list-style-type: none"> • Is the entirety of these podium levels modelled as dwellings? • If so, how is this justified given limited light penetration more than 6m into the depth of a building (and R Codes limits apartment depth to approx. 9m)? • Where is parking proposed under these circumstances? 	<p>Residential is generally not assumed to be in podiums due to light penetration issues for living space, floor to ceiling heights and the appeal of residences in this location.</p>
<p>How does the calculation incorporate space required for car parking, circulation areas, access, ramps and storage space?</p> <ul style="list-style-type: none"> • How much and what type of parking is calculated to be provided on-site vs provided as cash in lieu (i.e. not on-site)? • What rates of parking are proposed for parking requirements in the ACP (e.g. minimum requirements, maximum requirements or somewhere in between)? • When is basement parking considered viable, how much is considered viable, and why? 	<p>Parking costs increase from surface parking to podium parking and basement parking. As the scale of development increases, more expensive parking options are considered viable. This is supported industry advice and experience (developers, architects and other urban professionals), and by review of relevant precedent development in premium apartment markets similar to Canning Bridge</p>
<p>What consideration has been given to floorspace inefficiency (i.e. floorspace that contributes to plot ratio but is not within an individual apartment, commercial tenancy of strata lot, and whether the inefficiency is included or excluded from plot ratio calculations)?</p>	<p>Inefficiencies vary depending on land use types (as does plot ratio calculation). In some instances, inefficiencies in net lettable area or residential floorspace that is still counted towards plot ratio is also accounted for</p>

Questions Regarding Modelling	HRD Response
<p>How does the calculation consider likelihood of development? How has this been considered for each lot in the ACP area?</p>	<p>The model categorises lots based on individual site-specific characteristics</p> <ul style="list-style-type: none"> • Existing buildings subdivided into strata lots • Heritage sites • Crown land sites • Small sites requiring amalgamation • Recent redevelopment (long economic life remaining in the building) <p>Lots not meeting any of these specific considerations have a default likelihood of development</p>
<p>How do calculations reflect nett rather than gross dwellings created –eg demolition of older, smaller block of 20 units and replacement with a 50 unit development results in a net addition of 30 rather than 50 dwellings (ditto for commercial and retail floorspace)?</p>	<p>Study of precinct considered the intensity and mix of uses and built form across the precinct as a basis for the quantum of floorspace and dwellings demolished before new development is established</p>
<p>What consideration is given to viability of development? For example has a minimum floorplate size been considered, under which tower style development is not viable? If so what is this based on?</p>	<p>Minimum floorplate size considered viable is a maximum of 600sqm and 400sqm for larger developments in keeping with architectural and developer advice</p>
<p>Under what circumstances do landowners accept lesser development potential and develop alone, or work with neighbouring landowners to develop to the “full potential” under the development controls?</p>	<p>Where full potential is notably constrained reflecting substantial opportunity cost for a landowner, it is assumed amalgamation or acquisition will be pursued</p>

Where reference is made to professional and industry experience above, this is based on the experience not just of the Canning Bridge project team but Hatch RobertsDay as a whole across a range of considerable projects and contexts. Additionally, Hatch RobertsDay has drawn on experience with –and insights from –other urban professionals (architects, engineers and similar) and a variety of clients to establish benchmarks.

Finally, it will be noted that the Hatch RobertsDay approach was supported by WAPC in securing support for the South Perth ACP, providing a precedent and confidence in this approach to growth modelling.

Appendix 2

Approach to Height and Plot Ratio

Late in the process a question was asked regarding the approach proposed to height and built form in the revised ACP. Hatch RobertsDay proposes the opportunity for capped bonus heights in the ACP. We note that the CRG document relies only on building envelopes and proposes no bonus heights.

Hatch RobertsDay has proposed the use of plot ratio in addition to height controls and setbacks (i.e. building envelopes). In addition to being in keeping with WAPC policy (for example the Apartment Design Guide), this approach confers a number of benefits to a range of stakeholders, in relation to certainty and equity, development control, and – importantly – community amenity.

Height controls are linked to plot ratio; they work collectively to control height, scale and building bulk. In addition to being in keeping with WAPC policy and practice, working together these controls offer a range of advantages to the City.

Certainty and Equity

Using plot ratio in addition to a building envelope provides limits on the form of development (through the building envelope) and more equity for irregular shaped lots (for example those that are not rectangular).

This is possible because of a deliberate decision to provide “breathing space” within the building envelope (i.e. the building envelope cannot be completely filled before plot ratio is exhausted). This was discussed in the Place Design Forum in Feb 2021 and is the reason plot ratio is mentioned in the Precinct and Place Report.

Plot ratios have been calibrated to provide “breathing space” within the building envelope for approximately 75% of the 120 modelled scenarios used to calibrate plot ratio and other development controls, even after the changes proposed following advertising are incorporated.

This offers both certainty and equity as the quantum of development is more constant across a range of landholdings and circumstances, because it is primarily controlled by plot ratio. Unlike using building envelopes alone, there is no “penalty” for irregular shaped lots.

Better Development Control

This approach also offers improved development control for the City of Melville for several reasons.

By providing “breathing space” plot ratio removes a disincentive for design excellence. If only a building

envelope is used, developers it is more likely will completely fill it out (rather than forfeit development potential). Accordingly, there is no incentive to, for example, develop towers that have an interesting shape and are more visually appealing for those experiencing it from the outside.

Plot ratio also provides developers with choice how to develop and utilize their plot ratio allocation for a site, for example:

- Shorter building with a larger floorplate (generally more efficient, for affordable housing), or
- Taller and slender (generally for higher-end dwellings, also allowing for view corridors between buildings)

Furthermore, in negotiating with developers in preliminary stages of design can be more fruitful for Council. With the aforementioned “breathing space”, the spatial arrangement of the development through negotiating a Local Development Plan will determine where development potential is located rather than whether development potential is lost (therefore proponents will be more willing to engage, for mutual benefit).

Finally, with both a building envelope and plot ratio to control development, there is less pressure (and less justification) for varying planning controls in the ACP. With only a building envelope, site specific considerations create pressure for controls to be varied. With the addition of plot ratio, the total quantum of development can still be met even if a site has unusual characteristics or constraints – an inherent flexibility within the limits established by the ACP.

Additionally, logically it is more difficult to justify variations to both building envelope and plot ratio than it is to building envelopes alone. Varying one provision may be more easily accepted as addressing a unique site characteristic, whereas varying multiple provisions can be seen as a systematic attempt to seek concessions.

Improved Amenity Outcomes

Most importantly, there are substantial benefits to community amenity by using plot ratio.

Fundamentally with a building envelope only, the volume of this building envelope will be filled by a proponent (any space in the envelope is missed development potential). It follows that space between buildings will be minimized (more so if there is pressure to vary the building envelope, which is easier without the additional control of plot ratio as previously discussed).

Introducing plot ratio as a control avoids this pitfall, and offers benefits including improved space between buildings (especially tower elements) as well as substantial improvements to the streetscape and character of the area such as:

- More space between buildings to allow trees and greenery to be visible, identified by stakeholders as an important component of suburban character.
- Wider and better view corridors to provide connection to amenity, including visual connection to the river, an important source of character and identify for the precinct
- Reduced likelihood of wind tunnelling, generally caused by a several buildings developed abutting each other creating a cumulative impact from a lack of adequate spacing between buildings
- Improved natural light penetration to ground level
- Trees will gain more natural light (and less damaging wind tunnelling), therefore gaining a better chance to grow, thrive and provide amenity

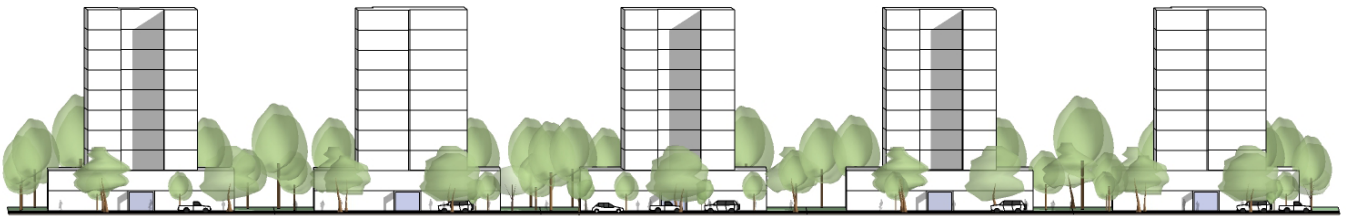


Figure 1 - Greenery visible between buildings when plot ratio and building envelopes are used in unison, retaining more suburban character.

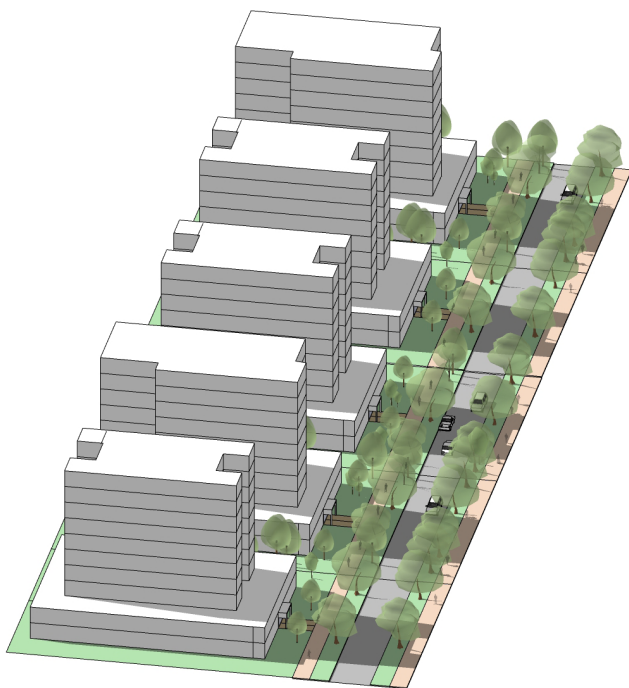


Figure 2 - Natural light penetrating to the street (represented by the space between shadows on the street) is improved by better spacing between buildings

In addition to offering these amenity benefits, the use of plot ratio in addition to building envelopes provides the opportunity to

- Pursue shorter buildings with larger floorplates (generally more efficient, for more affordable housing), or
- Taller and slender buildings (generally for more premium apartments where inefficiencies can be absorbed)

The use of building envelopes alone does not in practice encourage the latter.

If the sole focus on control is height, with no regard to the risks and negative impacts attendant with a bulky, squat approach, with buildings close together as mentioned, there are foreseeable consequences.

Hatch RobertsDay started this process with a range of stakeholders telling us a very clear message: that outcomes had not matched expectations.

It is foreseeable that any expectation raised by capping heights without bonuses will result in disappointment as development outcomes create issues in relation to certainty and equity, effective development control, and, notably, the amenity of the precinct.

It is our considered professional opinion that focus solely on height at the expense of other amenity considerations will result in an inferior outcome for the aforementioned reasons.

Appendix 3

Response to CRG Document

Item No	Description	Comment on Item	Suggested Action
D1	Completely remove any bonus height provisions	Noted, not supported. Bonus heights have been capped to provide certainty however removing bonuses altogether is not considered appropriate.	No action
D2(a)	In determining Lot size for the purposes of the application for development, any areas of a lot that are subject to PCA or Main Roads reserves must be excluded from the amalgamation and calculation of the Lot size available for development.	Noted and agreed.	Modify ACP with addition of clause 2.7.5 to Part 1
D2(b)	Where Lots are amalgamated the resulting single Lot must be treated as having all the restrictions that applied to all and any of the individual Lots prior to amalgamation. For the purposes of clarity, when an application is submitted whether an amalgamation has been completed the application must be considered as though the amalgamation has been completed.	Noted. This is already practice in administering planning controls. Note that amalgamation is often required prior to issue of a building licence to comply with the National Construction Code	No action.
D2(c)	Stranded Assets. Where Lots are proposed to be amalgamated to create a single or "master Lot" of a sufficient size to meet the minimum Lot size requirements in the M15 or M10 zones, the development application should not be able to be considered under the CBACP if it is reasonable to conclude that a stranded asset may be created. Developers must include the potential stranded asset in the amalgamation and creation of the single or "master Lot."	Noted. Definition addressing this issue included in the ACP and some development concessions proposed to isolated lots.	Insert additional clause 10.9.2 as follows: "10.9.2 Where development is proposed on land identified as Public Open Space, on or adjacent to land identified as a potential Public Open Space location, or on land identified as having a Linking Pathway, the City of Melville may require a Local Development Plan to be prepared to address the provision of or interface to public open space or a linking pathway." Renummer clauses accordingly
D3	Introduce compensation for adversely impacted amenity on surrounding residential to be paid for by developers	Noted. Outside of the scope of an ACP. See above regarding recommended study to investigate this matter.	No action within ACP
D4	H4 area on western side of Forbes Road to remain H4 (HRD recommended changing it to H8) and area on eastern side of Forbes Road to be H8 (currently M10)	Noted. Alternative means proposed to allow portion of lots on Forbes Road to revert to H4. Change to eastern side of Forbes Road not supported.	Modification to heights plan
D5	Boundary on southern side of Mount Pleasant to be realigned as per Council Resolution	Noted, boundary changed to align with Council resolution	Modifications to boundary and plan series
D6	H4 to have a maximum height of 14 metres (not 16 metres)	Noted. This was already changed as part of HRD review prior to advertising, refer table on page 21 and clause 3.5 on page 31	No action
D7	Public open space – In clause 10.9.1 of the CBACP change the 10% requirement to 20%; change the wording from "may be" to "will be"; and delete the option for cash in lieu.	Not supported. Any requirement beyond 10% not considered to reflect a nexus between any proposal and the demand it creates. Note other actions proposed in relation to open space.	No action

Item No	Description	Comment on Item	Suggested Action
D8	Minimum lot sizes for H4 and H8 – 1,200sqm for H4 and 1,800sqm for H8	Noted and not supported. H8 controls already covered by clause 2.3, other controls revised to reduce impacts of H4 and H8 development.	No action
D9	The tower floor plate maximum of 900sqm to apply to M15 and M10 zones. Plot ratio limits fixed for each residential zone: H4 2:1; H6 3:1; H8 4:1.	Noted and not supported. Plot ratios have been subject to extensive testing (refer relevant appendix to this report for explanation of plot ratio and heights). The 900sqm requirement applies to all development.	No action
D10	Introduce Developer Contributions	Noted and not supported. A Development Contribution Plan would lumber existing residents and the City with additional liabilities. Note the separate contributions proposed for public open space, parking and community benefits for bonuses.	No action
D11	Use of setback areas between developments	Noted. May be an element to include as a community benefit, no direct action in ACP	No action
E1	Clauses 1.1.3 and 1.2.3 and clause 1.5.3 remove “Recreation –public”. (This is a change to the original CBACP –HRD made no recommendations in this area)	Noted and not supported. Public recreation may be a worthwhile land use in this precinct, particularly where it can support the limited public open space.	No action
E2	The last sentence in clause 3.9.3 needs to add the words “with the written consent of the adjoining owner”.	Noted and not supported. Not considered to warrant this additional requirement.	No action
E3	Clause 4.10.1 Active frontages should be minimum of 3 metres and delete the words “may be varied to nil.....” in the first dot point. Clause 4.10 is a HRD recommended addition to Q1 and Q2 in the CBACP so “Front setback provisions for Q1 and Q2 (are) designated by frontage type, not by permitted building height in keeping with focus on ground plane character. This ensures street type, land use and lower floors of buildings are complementary to present a cohesive public realm. Street tree retention explicitly promoted in clause 4.10.2”.	Noted. Removal of nil setback proposed however the 2m setback for active frontages is considered sufficient.	Delete text “may be varied to nil if justified by local streetscape context” in clause 4.10.1 (p33)
E4	Clause 4.10.2 The words “may be” to be changed to “must be”. As noted above, this clause is a HRD recommended addition to the CBACP. The HRD clause 4.10.2 reads “Notwithstanding setback controls in 4.10.1, additional setbacks may be required to ensure the protection and retention of street trees.	Noted and not supported. “May be required” confers the option to Council to require additional setbacks. “Must be required” obliges Council to do so.	No change
E5	Clause 5.9.3 a) side setbacks to be 4, 4, and 6 metres and under residential remove the words “or 20% of the lot width (whichever is lesser)” and delete the same words under clause 5.9.3 b). Clause 5.9 is a HRD recommended addition to Q1 and Q2 in the CBACP. CRG strongly supports this clause designed to allow greater attention to solar access, overshadowing and privacy, however, does not support zero setbacks in active frontages and, as above, believe that active and mixed frontages should have a minimum setback of 3 metres.	Noted and not supported. Nil side setbacks for active frontages provide for continuous weather cover and a unified streetscape in the village heart (a small fraction of the ACP area). Note changes proposed to podium heights also. This control is considered appropriate.	No change

Item No	Description	Comment on Item	Suggested Action
E6	Clause 7.1 needs to add the sentence “However, in Q1 and Q2, sufficient breaks/gaps in the weather protection shall be provided to protect and/or retain street trees.”	Noted. This provision is already covered by clause 4.10.2	Consider for change at submission stage but note Main Roads has the final call on these street trees.
E7	Clause 10.3 Open space should mean greenery and green canopy. Therefore, in clause 10.3 remove “green walls” and delete the last sentence allowing balconies greater than 12sqm to be included.	Noted. Removal of green walls supported. Note the term “open space” in this clause is in reference to landscaping. Disincentivising larger balconies not supported.	No action
E8	Clause 11.5 Desired outcomes –change to 5 stars in Q1 and Q2 to equate with South Perth. Clause 11.5 is in the current CBACP and HRD have not recommended any changes.	Noted. No action required. Advertised ACP included this provision	No action
E9	Clause 18.3, Car Parking –requirements in Q1 and Q2 to be the same as for South Perth. HRD did not recommend any changes, but the previous clause has been put in table form by HRD	Noted	No change
E10	Clause 18.11.2 does not reflect Australian standards. Replace with “Access and egress to and from on-site parking, from and to the street shall comply with AS/NZS 2890.11:2004 Parking Facilities Part 1: Off-street parking	Noted and agreed	Modify clause 18.11.2 (p49)
E11	Clause 21.1 “exemplary design” should be a requirement for all developments in Q1 and Q2. Clause 21.1 is in the current CBACP.	Noted and not supported. Advertised ACP aligns with established approach to design quality including State Planning Policy 7.3.	No action
E12	Clause 21.4.5 should be included in element 10 for Q1 and Q2. Clause 21.4.5 is in the current CBACP and HRD haven’t recommended any changes.	Noted and not supported. This is considered an additional requirement noting the significant requirements in the advertised ACP for landscaping, sustainability and protection of trees.	No action
E13	Page 56B Mezzanine b) should be the same as the NCC Clauses C1.2 (d)(i) and (d)(ii),	Noted and not supported. Mezzanines are already counted as storeys for planning purposes. Building control requirements (in the NCC) can be administered through the building approval process.	No action
E14	Page 58 Amendment A as amended by HRD includes clauses a)(ii) and a)(iii) that are not part of the NCC (definition of a storey)	Noted and not supported. Definition of storey in planning documents need not align with NCC which is administered through the building approval process.	No action

Appendix 4

Response to Submissions

Submission No	Summarised Comments	HRD Response	HRD Action
1	Support for CRG provisions. Lack of setbacks causing physical damage to adjoining properties. Overshadowing.	Noted. Comments and concerns generally align with CRG document	Refer to response to CRG
2	Support for CRG provisions.	Noted	Refer to response to CRG
3	Support for CRG provisions.	Noted	Refer to response to CRG
4	Support for CRG provisions.	Noted	Refer to response to CRG
5	Support for CRG provisions.	Noted	Refer to response to CRG
6	Support for CRG provisions.	Noted	Refer to response to CRG
7	Support for CRG provisions.	Noted	Refer to response to CRG
8	Support for CRG provisions.	Noted	Refer to response to CRG
9	Support for CRG provisions.	Noted	Refer to response to CRG
10	Support for CRG provisions.	Noted	Refer to response to CRG
11	Support for CRG provisions.	Noted	Refer to response to CRG
12	Support for CRG provisions.	Noted	Refer to response to CRG
13	Support for CRG provisions.	Noted	Refer to response to CRG
14	Support for CRG provisions.	Noted	Refer to response to CRG
15	Support for CRG provisions.	Noted	Refer to response to CRG
16	Support for CRG provisions.	Noted	Refer to response to CRG
17	Support for CRG provisions. Public opinion is irrelevant to the CoM. Community are fatigued.	Noted	Refer to response to CRG
18	Support for CRG provisions.	Noted	Refer to response to CRG
19	Support for CRG provisions. Impact of H4 developments is appalling. Photo attached in submission with example.	Noted	Refer to response to CRG
20	Support for CRG provisions. Danger of footpath on Reynolds Road.	Noted	Refer to response to CRG
21	Support for CRG provisions. Disappointing developments on Riseley / Canning intersection. Photos attached.	Noted	Refer to response to CRG
22	Support for CRG provisions. Lack of setbacks causing physical damage to adjoining properties. Overshadowing.	Noted	Refer to response to CRG
23	Support for CRG provisions.	Noted	Refer to response to CRG
24	Support for CRG provisions.	Noted	Refer to response to CRG
25	Support for CRG provisions. References CBACP Group but have implied support for CRG.	Noted	Refer to response to CRG
26	Support for CRG provisions.	Noted	Refer to response to CRG
27	Support for CRG provisions. Signed off by 3 people. Non compliant designs. Concessions to developers result in shadow, structural issues and stranded assets.	Noted	Refer to response to CRG
28	Support for CRG provisions. Detailed submission. Support for compensation for adversely affected lots, retain H4 and reduced eastern side of Forbes to H8 and City land to be used as open space.	Noted	Refer to response to CRG
29	Support for CRG provisions. Detailed submission	Noted	Refer to response to CRG
30	Support for CRG provisions. Anxiety. Health concerns re high rise. Damage to property.	Noted	Refer to response to CRG
31	Support for CRG provisions. The Precinct is an abomination.	Noted	Refer to response to CRG
32	Support for CRG provisions.	Noted	Refer to response to CRG
33	Support for additional height, Concern about reluctance to change.	Noted	Refer to response to CRG
34	Support for additional height, Support for more housing options. Request for higher density lifestyle choices.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
35	Support for additional height, Request for more bonus heights and development.	Noted	Refer to response to CRG
36	Support for additional height, Support for uncapped tower heights.	Noted	Refer to response to CRG
37	Support for additional height,	Noted	Refer to response to CRG
38	Support for additional height, Build up not out.	Noted	Refer to response to CRG
39	Support for additional height, Support for more public art	Noted	Refer to response to CRG
40	Support for additional height,	Noted	Refer to response to CRG
41	Support for additional height,	Noted	Refer to response to CRG
42	Support for CRG provisions.	Noted	Refer to response to CRG
43	Support for CRG provisions.	Noted	Refer to response to CRG
44	Support for CRG provisions.	Noted	Refer to response to CRG
45	Support for CRG provisions. Detailed answers to Melville Talks questions. Concerns with Urban Heat Island and Wind Effect. Comments on Forbes and Sabina and The Precinct.	Noted	Refer to response to CRG
46	Support for CRG provisions.	Noted	Refer to response to CRG
47	Support for CRG provisions.	Noted	Refer to response to CRG
48		Noted	Refer to response to CRG
49	Support for CRG provisions.	Noted	Refer to response to CRG
50	Primarily concerned with the duck and dive concept and associated upgrades to infrastructure to support this.	Noted	Refer to response to CRG
51	Support for CRG provisions. Stop the 8 storey building on Wren Street that has not yet commenced.	Noted	Refer to response to CRG
52	More certainty required for developers. Plot ratio needs to be assessed. Use development contributions to purchase public open space. Opposed to Clause 10.9.1 regarding 10% contributions. Suggestions regarding plot ratio.	Noted	Refer to response to CRG
53	Support for additional height, Review is Premature. Opposed to LDPs and support for discretion in height. Additional comments re height plans, plot ratio, setbacks, privacy, solar access, facades, 10% cash in lieu and development bonuses.	Noted. LDP can form part of negotiation for site development, formalising pre-lodgement discussions to provide more certainty to all parties. The frontages plan in Part 1 of the ACP represents context for appropriate setbacks	Separate controls for secondary frontage proposed; no additional changes proposed
54	Support for CRG provisions. Photos attached.	Noted	Refer to response to CRG
55	Support for CRG provisions.	Noted	Refer to response to CRG
56	Support for CRG provisions.	Noted	Refer to response to CRG
57	Current CRG does not represent the community and does not represent a full engagement approach The 'upper cap' on building height will lead to poor comply with standard approach rather than a outcomes based approach Bonus provisions are confusing in there application and appear to contradict with South Perth provisions Requirement for LDP for properties in M15 zone provides unnecessary additional planning layer Blanket cap on building height and plot ratio in M15 undermines the intention of the centre plan and does not provide any nuance Proposal to prohibit approvals to avoid 'stranded assets' is not required and would unduly restrict development Absence of a Community Needs Blueprint provides uncertainty regarding development standards of Clause 22.2 Unclear how the 3% value threshold reached Lack of clarity on when the open space / cash in lieu provision is to be imposed and what form of development this relates to	Noted. Governance and representativeness of the CRG is not part of planning considerations. In response to HRD commentary, upper cap in keeping with WAPC guidance, bonus provisions are developed independent of South Perth provisions as is clear in the document, LDP can form part of negotiation for site development, formalising pre-lodgement discussions to provide more certainty to all parties; no reason POS can not be included using current policy framework until review completed; 3% provision is in keeping with accepted practice from WAPC; noted regarding stranded assets; noted regarding comments on CRG submission	In addition to the extensive development control changes proposed, including making requirements to achieve bonuses more onerous and beneficial to the community. This includes increasing 3% requirement in advertised ACP to 5%. Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community. Wording modified to clarify that POS provisions are not retrospective

Submission No	Summarised Comments	HRD Response	HRD Action
58	Support for CRG provisions.	Noted	Refer to response to CRG
59	Support for CRG provisions.	Noted	Refer to response to CRG
60	Oppose upper cap on heights, support as of right heights, oppose the introduction of LDPs, POS contributions are prepmatur. Additional comments re Main Roads, Podium heights and the Precinct Centre.	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community. There is a plain shortfall in POS in the precinct and increasing demand.	Podium heights to be reduced to 8m (approx. two storeys), with increases to 4 storeys permitted in certain circumstances.
61	Concerns with height and density, Traffic concerns, three main concerns re scale, quality of design and transport. Detailed submission.	Noted and generally agreed, each of the points raised have been identified and addressed in modifications	No additional changes proposed
62	Petition with multiple signatures opposing the change from H4 to H8	Noted, alternative measures have been identified to meet growth targets set by the City of Melville and WAPC through the panel process	Revert Forbes Road land in question from H8 (in advertised version) to H4
63	Detailed recommendations. More flexibility required for design led approach, sites are at risk for underdevelopment, support for removal of minimum lot size provisions. Detailed scenario provided.	Noted	Refer to response to CRG
64	Petition with multiple signatures opposing the reduction of the maxium bonus height in M10 from 5 levels to 3 extra levels.	Noted. Cap proposed at 30% of "base" height cap is considered appropriate	No additional changes proposed
65	Support for CRG provisions.	Noted	Refer to response to CRG
66	Concerns with height and density, Lack of green space, Concerns with the re-zoning of the west side of Forbes Road from H4 to H8.	Noted, alternative measures have been identified to meet growth targets set by the City of Melville and WAPC through the panel process	Revert Forbes Road land in question from H8 (in advertised version) to H4
67	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided
68	Concerns with height and density, Overshadowing.	Noted. Measures in revised ACP improve governance of overshadowing.	No additional changes proposed
69	Request for clarification on 10% developer contribution.	Noted and agreed.	Wording modified to clarify that POS provisions are not retrospective
70	Concerns with height and density, Lack of green space, Traffic concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Two sites specifically identified for open space, with potential for more open space to be provided
71	support proposed POS on the Kishorn/Esplanade block, on the South side of Canning Highway, and in Moreau Mews on the North side	Noted and agreed	Two sites specifically identified for open space, with potential for more open space to be provided
72	Issues with process	Noted	No additional changes proposed
73	Concerns with height and density, Traffic concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph

Submission No	Summarised Comments	HRD Response	HRD Action
74	Comments re prioritising pedestrians, providing a footbridge and improving infrastructure.	Noted and agreed. Refer to actions outside of ACP to improve walkability and pedestrian amenity	No additional changes proposed
75	Support for additional height,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
76	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
77	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
78	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
79	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
80	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
81	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
82	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
83	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
84	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
85	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
86	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
87	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
88	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
89	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
90	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
91	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
92	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
93	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
94	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
95	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
96	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
97	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
98	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
99	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
100	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
101	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
102	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
103	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
104	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
105	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
106	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
107	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
108	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
109	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
110	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
111	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
112	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
113	Support for CRG provisions. Proforma	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
287	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
288	Support for CRG provisions. Proforma	Noted	Refer to response to CRG
289	Youth Submission	Noted	No additional actions proposed
290	Concerns with height and density, Lack of green space, Community benefit lacking, Support for CRG provisions;	Noted	Refer to response to CRG
291	Concerns with height and density, Lack of green space, Parking concerns, Support for CRG provisions; Wind, social housing	Noted	Refer to response to CRG
292	Concerns with height and density, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposed a Community Needs Assessment -strongly guided by community and stakeholder input - to ensure benefits proposed are valued by the community.
293	Lack of green space, Community benefit lacking,	Noted and agreed.	Two sites specifically identified for open space, with potential for more open space to be provided Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
294	Concerns with height and density, Traffic concerns, Parking concerns, Community benefit lacking, Lack of corresponding infrastructure	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Review of parking strategy proposed to address parking on a strategic, precinct-wide basis Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
295	Concerns with height and density, Lack of green space, Traffic concerns, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community. Two sites specifically identified for open space, with potential for more open space to be provided
296	Support for CRG provisions. ACROD parking	Noted	Refer to response to CRG
297	Support for CRG provisions.	Noted	Refer to response to CRG
298	Support for CRG provisions. Greater emphasis on UA and safety	Noted, modifications proposed to address green space	Two sites specifically identified for open space, with potential for more open space to be provided
299	Support for CRG provisions.	Noted	Refer to response to CRG
300	Support for CRG provisions. No support for change from H4 to H8	Noted, alternative measures have been identified to meet growth targets set by the City of Melville and WAPC through the panel process	Revert Forbes Road land in question from H8 (in advertised version) to H4

Submission No	Summarised Comments	HRD Response	HRD Action
301	Lack of green space, Traffic concerns, Community benefit lacking,	Noted and agreed.	<p>Two sites specifically identified for open space, with potential for more open space to be provided</p> <p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p> <p>Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.</p>
302	Support for CRG provisions.	Noted	Refer to response to CRG
303	Support for CRG provisions.	Noted	Refer to response to CRG
304	Concerns with height and density, Lack of green space, Traffic concerns, Parking concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p> <p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis</p> <p>Two sites specifically identified for open space, with potential for more open space to be provided</p>
305	Support for additional height, Need more housing diversity, and more height	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
306	Support for additional height, CBACP should not be changed	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
307	Support for CRG provisions.	Noted	Refer to response to CRG
308	Support for CRG provisions.	Noted	Refer to response to CRG
309	No attachment provided	Noted	No additional changes proposed
310	Support for CRG provisions.	Noted	Refer to response to CRG
311	Support for CRG provisions.	Noted	Refer to response to CRG
312	Support for CRG provisions.	Noted	Refer to response to CRG
313	Support for CRG provisions.	Noted	Refer to response to CRG
314	Support for CRG provisions.	Noted	Refer to response to CRG
315	Support for CRG provisions.	Noted	Refer to response to CRG
316	Support for CRG provisions.	Noted	Refer to response to CRG
317	Support for CRG provisions.	Noted	Refer to response to CRG
318	Support for CRG provisions.	Noted	Refer to response to CRG
319	Support for CRG provisions.	Noted	Refer to response to CRG
320	Support for CRG provisions.	Noted	Refer to response to CRG
321	Support for CRG provisions.	Noted	Refer to response to CRG
322	Support for CRG provisions.	Noted	Refer to response to CRG
323	Support for CRG provisions.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
324	Concerns with height and density, Parking concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Review of parking strategy proposed to address parking on a strategic, precinct-wide basis
325	Support for CRG provisions.	Noted	Refer to response to CRG
326	Concerns with height and density, Lack of green space, Traffic concerns, Support for CRG provisions;	Noted	Refer to response to CRG
327	Support for CRG provisions.	Noted	Refer to response to CRG
328	Support for CRG provisions.	Noted	Refer to response to CRG
329	Support for CRG provisions.	Noted	Refer to response to CRG
330	Support for CRG provisions.	Noted	Refer to response to CRG
331	Concerns with height and density, Traffic concerns, Not supportive of change from H4 to H8	Noted, alternative measures have been identified to meet growth targets set by the City of Melville and WAPC through the panel process	Revert Forbes Road land in question from H8 (in advertised version) to H4
332	Support for CRG provisions.	Noted	Refer to response to CRG
333	Support for CRG provisions.	Noted	Refer to response to CRG
334	Support for CRG provisions.	Noted	Refer to response to CRG
335	Concerns with height and density, Community benefit lacking, Support for CRG provisions;	Noted	Refer to response to CRG
336	Support for CRG provisions.	Noted	Refer to response to CRG
337	Support for CRG provisions.	Noted	Refer to response to CRG
338	Support for CRG provisions.	Noted	Refer to response to CRG
339	Concerns with height and density, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposed a Community Needs Assessment -strongly guided by community and stakeholder input - to ensure benefits proposed are valued by the community.
340	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided
341	Support for CRG provisions.	Noted	Refer to response to CRG
342	Support for CRG provisions.	Noted	Refer to response to CRG
343	Support for CRG provisions.	Noted	Refer to response to CRG
344	Concerns with height and density, Traffic concerns, Footpath issues from train station. Use street front tenancies for more cafes/shops	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
345	Support for CRG provisions.	Noted	Refer to response to CRG
346	Concerns with height and density, Traffic concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
347	Community benefit lacking, Support for additional height,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposed a Community Needs Assessment -strongly guided by community and stakeholder input - to ensure benefits proposed are valued by the community.
348	Support for CRG provisions.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
349	Support for CRG provisions. Noise (traffic)	Noted	Refer to response to CRG
350	Concerns with height and density, Traffic concerns, Parking concerns, Community benefit lacking, Support for CRG provisions; Concerns around road infrastructure	Noted	Refer to response to CRG
351	Support for additional height, Bring zone boundaries to streets Sufficient POS without using City land	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
352	Support for additional height, Supports height but also supports HRD additional controls	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
353	Support for CRG provisions.	Noted	Refer to response to CRG
354	Support for CRG provisions.	Noted	Refer to response to CRG
355	Concerns with height and density, Traffic concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
356	Support for CRG provisions.	Noted	Refer to response to CRG
357	Lack of green space, Community benefit lacking, Concerned about red tape increasing costs/affordability.	Noted and agreed.	Noted, ACP is intended to provide more certainty and clarity for all stakeholders. Two sites specifically identified for open space, with potential for more open space to be provided Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
358	Focused on the physical Canning Bridge	Noted, physical Canning Bridge not within scope of the ACP	No additional changes proposed
359	Support for CRG provisions.	Noted	Refer to response to CRG
360	Support for CRG provisions.	Noted	Refer to response to CRG
361	Concerns with height and density, Traffic concerns, Parking concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Review of parking strategy proposed to address parking on a strategic, precinct-wide basis
362	Support for CRG provisions.	Noted	Refer to response to CRG
363	Support for CRG provisions.	Noted	Refer to response to CRG
364	Concerns with height and density, Traffic concerns, Parking concerns, Support for CRG provisions;	Noted	Refer to response to CRG
365	Concerns with height and density, More commercial in H4/H8 Proposed setbacks should be used for cycling/pedestrians Need more social/affordable housing Need to prioritise p/transport over car use CRG plan to scrap 1-bed quota will accelerate gentrification CRG slip lane onto freeway will generate more traffic congestion.	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional actions required within ACP. Refer to actions proposed outside ACP for additional work to be undertaken to improve streets for pedestrian amenity
366	Support for CRG provisions.	Noted	Refer to response to CRG
367	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided

Submission No	Summarised Comments	HRD Response	HRD Action
368	Concerns with height and density, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
369	Support for CRG provisions.	Noted	Refer to response to CRG
370	Support for CRG provisions.	Noted	Refer to response to CRG
371	Support for CRG provisions.	Noted	Refer to response to CRG
372	Support for CRG provisions.	Noted	Refer to response to CRG
373	Traffic concerns, Parking concerns, Community benefit lacking,	Noted and agreed	<p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p> <p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis</p> <p>Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.</p>
374	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided
375	Support for CRG provisions. Need better construction management	Noted	Refer to response to CRG
376	Support for CRG provisions.	Noted	Refer to response to CRG
377	Support for CRG provisions.	Noted	Refer to response to CRG
378	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided
379	Support for CRG provisions.	Noted	Refer to response to CRG
380	Support for CRG provisions. No change to H4 zone (where proposed to become H8)	Noted, alternative measures have been identified to meet growth targets set by the City of Melville and WAPC through the panel process	Revert Forbes Road land in question from H8 (in advertised version) to H4
381	Support for CRG provisions.	Noted	Refer to response to CRG
382	Concerns with height and density, Lack of green space, Traffic concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p> <p>Two sites specifically identified for open space, with potential for more open space to be provided</p>
383	Support for CRG provisions.	Noted	Refer to response to CRG
384	Support for CRG provisions.	Noted	Refer to response to CRG
385	Support for CRG provisions.	Noted	Refer to response to CRG
386	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided
387	Support for CRG provisions.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
388	Concerns with height and density, Lack of green space, Support for CRG provisions; Cycling/walking infrastructure lacking	Noted	Refer to response to CRG
389	Support for CRG provisions. Capacity of Canning Bridge itself	Noted	Refer to response to CRG
390	Concerns with height and density, Traffic concerns, Community benefit lacking, Criticism of document structure Centre is run-down	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community. Issues with structure of report noted. Attempts have been made to make it clearer.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Review of parking strategy proposed to address parking on a strategic, precinct-wide basis Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
391	Concerns with height and density, Lack of green space, Traffic concerns, Parking concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Review of parking strategy proposed to address parking on a strategic, precinct-wide basis Two sites specifically identified for open space, with potential for more open space to be provided
392	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
393	Support for CRG provisions.	Noted	Refer to response to CRG
394	Concerns with height and density, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
395	Support for CRG provisions.	Noted	Refer to response to CRG
396	Support for CRG provisions.	Noted	Refer to response to CRG
397	Traffic concerns,	Noted and agreed	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
398	Support for CRG provisions.	Noted	Refer to response to CRG
399	Support for CRG provisions.	Noted	Refer to response to CRG
400	Support for CRG provisions.	Noted	Refer to response to CRG
401	Support for CRG provisions.	Noted	Refer to response to CRG
402	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
403	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed

Submission No	Summarised Comments	HRD Response	HRD Action
404	Support for CRG provisions.	Noted	Refer to response to CRG
405	Support for CRG provisions.	Noted	Refer to response to CRG
406	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
407	Concerns with height and density, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposed a Community Needs Assessment -strongly guided by community and stakeholder input - to ensure benefits proposed are valued by the community.
408	Support for CRG provisions.	Noted	Refer to response to CRG
409	Concerns with height and density, Lack of green space, Traffic concerns, Concerns about road widening	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Review of parking strategy proposed to address parking on a strategic, precinct-wide basis Two sites specifically identified for open space, with potential for more open space to be provided
410	Support for CRG provisions.	Noted	Refer to response to CRG
411	Support for CRG provisions.	Noted	Refer to response to CRG
412	Support for CRG provisions.	Noted	Refer to response to CRG
413	Concerns with height and density, Traffic concerns, Lack of associated infrastructure	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
414	Support for CRG provisions.	Noted	Refer to response to CRG
415	Support for CRG provisions.	Noted	Refer to response to CRG
416	Support for CRG provisions.	Noted	Refer to response to CRG
417	Support for CRG provisions.	Noted	Refer to response to CRG
418	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
419	Concerns with height and density, Parking concerns, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Review of parking strategy proposed to address parking on a strategic, precinct-wide basis Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input - to ensure benefits proposed are valued by the community.
420	Support for CRG provisions.	Noted	Refer to response to CRG
421	Support for CRG provisions.	Noted	Refer to response to CRG
422	Traffic concerns,	Noted and agreed	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
423	Support for CRG provisions.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
424	Concerns with height and density, Traffic concerns, Parking concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p> <p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis</p>
425	Support for CRG provisions.	Noted	Refer to response to CRG
426	Support for CRG provisions.	Noted	Refer to response to CRG
427	Support for CRG provisions.	Noted	Refer to response to CRG
428	Support for CRG provisions.	Noted	Refer to response to CRG
429	Concerns with height and density, Lack of green space, Traffic concerns, Parking concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p> <p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis</p> <p>Two sites specifically identified for open space, with potential for more open space to be provided</p>
430	Lack of green space, Traffic concerns, Parking concerns,	Noted and agreed.	<p>Two sites specifically identified for open space, with potential for more open space to be provided</p> <p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis</p> <p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p>
431	Support for CRG provisions.	Noted	Refer to response to CRG
432	Support for CRG provisions.	Noted	Refer to response to CRG
433	General support for draft revision	Noted	No additional changes proposed
434	Support for CRG provisions.	Noted	Refer to response to CRG
435	Support for CRG provisions.	Noted	Refer to response to CRG
436	Support for CRG provisions.	Noted	Refer to response to CRG
437	Concerns with height and density, Traffic concerns, Parking concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p> <p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis</p>
438	Support for CRG provisions.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
439	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided
440	Support for CRG provisions.	Noted	Refer to response to CRG
441	Support for CRG provisions.	Noted	Refer to response to CRG
442	Support for CRG provisions.	Noted	Refer to response to CRG
443	Support for CRG provisions.	Noted	Refer to response to CRG
444	Support for CRG provisions.	Noted	Refer to response to CRG
445	Traffic concerns, Community benefit lacking,	Noted and agreed	<p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p> <p>Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.</p>
446	Concerns with height and density, Lack of green space, Compensation for affected residents	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Two sites specifically identified for open space, with potential for more open space to be provided</p> <p>Compensation outside the scope of ACP however note study proposed into isolated landholdings</p>
447	Concerns with height and density, Support for CRG provisions;	Noted	Refer to response to CRG
448	Support for CRG provisions.	Noted	Refer to response to CRG
449	Support for CRG provisions.	Noted	Refer to response to CRG
450	Support for CRG provisions.	Noted	Refer to response to CRG
451	Support for CRG provisions.	Noted	Refer to response to CRG
452	Support for CRG provisions.	Noted	Refer to response to CRG
453	Concerns with height and density, Parking concerns, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis</p> <p>Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.</p>
454	Concerns with height and density, Traffic concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p>
455	Support for additional height, Supports proposed changes albeit critical of mid-block zoning changes	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
456	Concerns with height and density, Lack of green space, Traffic concerns, More commercial More onsite greenspace/trees	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	<p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis</p> <p>Two sites specifically identified for open space, with potential for more open space to be provided</p>

Submission No	Summarised Comments	HRD Response	HRD Action
457	Support for CRG provisions.	Noted	Refer to response to CRG
458	Support for CRG provisions.	Noted	Refer to response to CRG
459	Support for CRG provisions.	Noted	Refer to response to CRG
460	Support for additional height, The area needs more small businesses	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
461	Support for CRG provisions.	Noted	Refer to response to CRG
462	Lack of green space, Support for additional height, Support for CRG provisions; Need greater setbacks but height limits should be abolished. Make sure infrastructure upgrades keep pace with need, and greater open space.	Noted. Notwithstanding these comments, measures have been proposed to manage and protect amenity, balancing it with development rights; Engineers have assessed all services and confirmed capacity exists and/or upgrades can be made as part of normal infrastructure works	Advocate to state government to ensure the partnership underpinning the ACP is not forgotten - providing infrastructure and transport investment to support increased density Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community. Two sites specifically identified for open space, with potential for more open space to be provided
463	Support for CRG provisions.	Noted	Refer to response to CRG
464	Concerns with height and density, Lack of green space, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
465	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
466	Concerns with height and density, Traffic concerns, Support for CRG provisions; More EV facilities, more investment in public transport	Noted	No additional changes proposed
467	Support for CRG provisions.	Noted	Refer to response to CRG
468	Traffic concerns, Supports HRD proposed height Changes to framework should not deter future development in the area	Noted and agreed	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
469	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
470	Concerns with height and density, Lack of green space, Community benefit lacking, Supports HRD Changes	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
471	Support for CRG provisions.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
472	Support for additional height,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
473	Support for CRG provisions.	Noted	Refer to response to CRG
474	Support for CRG provisions.	Noted	Refer to response to CRG
475	Support for CRG provisions.	Noted	Refer to response to CRG
476	Support for CRG provisions.	Noted	Refer to response to CRG
477	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided
478	Support for CRG provisions.	Noted	Refer to response to CRG
479	Support for CRG provisions.	Noted	Refer to response to CRG
480	Support for CRG provisions.	Noted	Refer to response to CRG
481	Support for CRG provisions.	Noted	Refer to response to CRG
482	Support for CRG provisions.	Noted	Refer to response to CRG
483	Support for CRG provisions.	Noted	Refer to response to CRG
484	Concerns with height and density, Traffic concerns, Support for CRG provisions;	Noted	Refer to response to CRG
485	Support for CRG provisions.	Noted	Refer to response to CRG
486	Support for CRG provisions.	Noted	Refer to response to CRG
487	Lack of green space, Support for additional height, Push for more sustainable initiatives to justify additional height	Noted. Refer to Elements 21 and 22 for provisions for additional height and/or plot ratio	Two sites specifically identified for open space, with potential for more open space to be provided
488	Support for CRG provisions.	Noted	Refer to response to CRG
489	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
490	Concerns with height and density, Traffic concerns, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
491	Support for CRG provisions.	Noted	Refer to response to CRG
492	Support for CRG provisions.	Noted	Refer to response to CRG
493	Support for CRG provisions.	Noted	Refer to response to CRG
494	Support for CRG provisions.	Noted	Refer to response to CRG
495	Support for CRG provisions.	Noted	Refer to response to CRG
496	Support for CRG provisions.	Noted	Refer to response to CRG
497	Support for CRG provisions.	Noted	Refer to response to CRG
498	Support for CRG provisions.	Noted	Refer to response to CRG
499	Support for CRG provisions.	Noted	Refer to response to CRG
500	Support for CRG provisions.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
501	Support for CRG provisions.	Noted	Refer to response to CRG
502	Concerns with height and density, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
503	Concerns with height and density, Traffic concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
504	Support for CRG provisions.	Noted	Refer to response to CRG
505	Support for CRG provisions.	Noted	Refer to response to CRG
506	Support for CRG provisions.	Noted	Refer to response to CRG
507	Concerns with height and density, Traffic concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph
508	Support for CRG provisions.	Noted	Refer to response to CRG
509	Support for CRG provisions.	Noted	Refer to response to CRG
510	Support for CRG provisions.	Noted.	Refer to response to CRG
511	Support for CRG provisions.	Noted	Refer to response to CRG
512	Support for CRG provisions.	Noted	Refer to response to CRG
513	Support for CRG provisions.	Noted	Refer to response to CRG
514	Support for CRG provisions.	Noted	Refer to response to CRG
515	Support for CRG provisions.	Noted	Refer to response to CRG
516	Support for CRG provisions.	Noted	Refer to response to CRG
517	Support for CRG provisions.	Noted	Refer to response to CRG
518	Support for CRG provisions.	Noted	Refer to response to CRG
519	Support for CRG provisions.	Noted	Refer to response to CRG
520	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
521	Support for CRG provisions.	Noted	Refer to response to CRG
522	Support for CRG provisions.	Noted	Refer to response to CRG
523	Support for CRG provisions.	Noted	Refer to response to CRG
524	Support for CRG provisions.	Noted	Refer to response to CRG
525	Support for CRG provisions.	Noted	Refer to response to CRG
526	Support for CRG provisions.	Noted	Refer to response to CRG
527	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
528	Support for CRG provisions.	Noted	Refer to response to CRG
529	Support for CRG provisions. Concerns about HRD impact assessment controls (open to interpretation)	Noted	Refer to response to CRG
530	Support for CRG provisions.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
531	Support for CRG provisions.	Noted	Refer to response to CRG
532	Support for CRG provisions.	Noted	Refer to response to CRG
533	Support for CRG provisions.	Noted	Refer to response to CRG
534	Support for CRG provisions.	Noted	Refer to response to CRG
535	Support for CRG provisions.	Noted	Refer to response to CRG
536	Support for CRG provisions. Need to maintain on-street tree canopy	Noted	Refer to response to CRG
537	Support for CRG provisions.	Noted	Refer to response to CRG
538	Support for CRG provisions.	Noted	Refer to response to CRG
539	Support for CRG provisions.	Noted	Refer to response to CRG
540	Support for CRG provisions.	Noted	Refer to response to CRG
541	Support for CRG provisions.	Noted	Refer to response to CRG
542	Support for CRG provisions.	Noted	Refer to response to CRG
543	Support for CRG provisions.	Noted.	Refer to response to CRG
544	Support for CRG provisions.	Noted	Refer to response to CRG
545	Support for CRG provisions.	Noted	Refer to response to CRG
546	Support for CRG provisions.	Noted	Refer to response to CRG
547	Concerns with height and density, Parking concerns, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Review of parking strategy proposed to address parking on a strategic, precinct-wide basis Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
548	Support for CRG provisions.	Noted	Refer to response to CRG
549	Support for CRG provisions.	Noted	Refer to response to CRG
550	Support for CRG provisions.	Noted	Refer to response to CRG
551	Support for CRG provisions.	Noted	Refer to response to CRG
552	Concerns with height and density, Lack of green space,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Two sites specifically identified for open space, with potential for more open space to be provided
553	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
554	Support for CRG provisions.	Noted	Refer to response to CRG
555	Support for CRG provisions. Support CRG but want heights even lower than the caps suggested.	Noted	Refer to response to CRG
556	Support for CRG provisions. Support CRG but want heights even lower than the caps suggested.	Noted	Refer to response to CRG
557	Support for CRG provisions. Support CRG but want heights even lower than the caps suggested.	Noted	Refer to response to CRG
558	Support for CRG provisions. Support CRG but want heights even lower than the caps suggested.	Noted	Refer to response to CRG

Submission No	Summarised Comments	HRD Response	HRD Action
559	Concerns with height and density, Traffic concerns, Community benefit lacking,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.
560	Support for CRG provisions.	Noted	Refer to response to CRG
561	Support for CRG provisions.	Noted	Refer to response to CRG
562	Support for CRG provisions.	Noted.	Refer to response to CRG
563	Support for CRG provisions.	Noted	Refer to response to CRG
564	Support for CRG provisions.	Noted	Refer to response to CRG
565	Support for CRG provisions.	Noted	Refer to response to CRG
566	Support for CRG provisions.	Noted	Refer to response to CRG
567	Support for CRG provisions.	Noted	Refer to response to CRG
568	Support for CRG provisions.	Noted	Refer to response to CRG
569	Concerns with height and density, Traffic concerns, Parking concerns,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville Propose to reduce the local speed limit to 30 or 40kph Review of parking strategy proposed to address parking on a strategic, precinct-wide basis
570	Support for CRG provisions.	Noted	Refer to response to CRG
571	Support for CRG provisions.	Noted	Refer to response to CRG
572	Support for CRG provisions.	Noted	Refer to response to CRG
573	Concerns with height and density, Concern with increase from H4 to H8 in Q1	Noted, alternative measures have been identified to meet growth targets set by the City of Melville and WAPC through the panel process	Revert Forbes Road land in question from H8 (in advertised version) to H4
574	Support for CRG provisions. Concerned about repercussions around health (particularly mental) from the bluk, lack of airflow, shadowing etc).	Noted	Refer to response to CRG
575	Support for CRG provisions.	Noted.	Refer to response to CRG
576	Support for CRG provisions. Building needs to be more sustainable, no overshadowing, and privacy agreements needs to be in place	Noted	Refer to response to CRG
577	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed
578	Concerns with height and density,	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	No additional changes proposed

Submission No	Summarised Comments	HRD Response	HRD Action
579	Support for CRG provisions.	Noted. Modifications proposed to address green space; measures proposed to improve amenity outcomes and better control and manage demand for apartments and overall development potential for precinct is substantially reduced in modified ACP; traffic concern noted and measures proposed to better monitor cumulative impact (including actions separate from ACP)	<p>In addition to the extensive development control changes proposed, including making requirements to achieve bonuses more onerous and beneficial to the community.</p> <p>This includes increasing 3% requirement in advertised ACP to 5%.</p> <p>Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input -to ensure benefits proposed are valued by the community.</p> <p>Two sites specifically identified for open space, with potential for more open space to be provided</p> <p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p>
580	Support for CRG provisions. Concern about street tree canopy loss, Forbes Road height increases (to H8),	Noted	Refer to response to CRG
581	Support for additional height, Plot ratio limits are too conservative. Developer contributions is often fraught but in theory could be useful. POS contributions have already been taken as part of historical subdivision	Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.	Plot ratio is designed to provide space within building envelope. Provisions increased by 0.2 for each typology
582	Support for additional height, Limiting density/height will only exacerbate the housing crisis. Changes appear reactionary, and likely in response to one poor development outcome. Changes proposed are unfeasible. Increased setbacks will make some lots unusable.	Noted. Development controls proposed are generally in keeping with contemporary standards and requirements in an infill context in Perth, and WAPC policy, and place/ character considerations for Canning Bridge. Local Development Plans provide opportunity for certainty and negotiation between Council and proponents	No additional changes proposed

Submission No	Summarised Comments	HRD Response	HRD Action
583	Support for CRG provisions. Don't put all height north of Canning Highway, keep it balanced across both sides of Canning Highway. Traffic calming and lower speeds needed. Concentrate commercial activity in core (Kishorn, Moreau Mews, Sleat Road). Provide more north/south green belts to complement an east-west green belt along Canning Highway (assuming tunnel option).	Noted, alternatives to divisive duck and dive supported (outside of CBACP); measures proposed to improve amenity outcomes and better control and manage demand for apartments and overall development potential for precinct is substantially reduced in modified ACP; agree regarding improved public realm outcomes and guidance	<p>No additional changes proposed within CBACP; Duck and dive is outside of CBACP jurisdiction, separate actions have been identified outside of the CBACP process to advocate for a better outcome</p> <p>Green link proposed along Canning Highway in ACP</p> <p>In addition to the extensive development control changes proposed, including making requirements to achieve bonuses more onerous and beneficial to the community.</p> <p>This includes increasing 3% requirement in advertised ACP to 5%.</p> <p>Also proposed a Community Needs Assessment -strongly guided by community and stakeholder input - to ensure benefits proposed are valued by the community.</p> <p>Two sites specifically identified for open space, with potential for more open space to be provided</p> <p>Proposal for traffic modelling to reflect cumulative impacts to be deployed by the City of Melville</p> <p>Propose to reduce the local speed limit to 30 or 40kph</p>
584	Support for CRG provisions. Only criticism of CRG report is that its too negative about public transport options at Canning Bridge	Noted	No additional changes proposed
585	Support for CRG provisions.	Noted	No additional changes proposed
586	Support for CRG provisions. Plan is fundamentally flawed based on vaguery around future of Canning Hwy and Canning Bridge. Basis for increased dwelling targets is unclear. Southern boundary should be brought back to Helm St. Main Roads data suggests 50% increase in traffic flow down Canning Hwy by 2031. Plan should promote district thermal energy systems.	Noted. Terminology is generally in keeping with planning policy and documents in Western Australia; measures proposed to improve amenity outcomes and better control and manage demand for apartments and overall development potential for precinct is substantially reduced in modified ACP; pooled parking developed by City is proposed in Precinct and Place Report	<p>Modify southern boundary to follow streets as per Council resolution</p> <p>Review of parking strategy proposed to address parking on a strategic, precinct-wide basis, this may include organising funding of a centrally located parking facility</p> <p>Refer to response to CRG recommendations.</p>
587	Support for CRG provisions. No objectives related to cultural heritage, environmental protection and climate change. Specific mention of means to ensure water quality of the river (adverse impacts from water runoff, pollution, increased pollutants). Similar concern around habitat, loss of wildlife. Air quality concerns, noise pollutions, protection of old growth trees, loss of heritage buildings. Concern about aboriginal heritage. Concerns about drunkenness, homelessness and crime prevention.	Noted. For many of these comments refer to the Precinct and Place report (for example identifying cultural heritage and indigenous opportunities); modified document was sent to DBCA (Swan River Trust) for comment as part of advertising	No additional changes proposed
588	Lack of green space, Support for additional height, Issue is not with the document but it's implementation by Council. The approach of the CRG group will serve to limit the Council and their planning team's ability to optimise future development applications. Need to develop a refreshed vision for CBAC, transparent execution of vision, develop best practice planning team, transparent feedback for community on all developments, involve developers and community in the process of developing concepts, avoid being reactionary.	<p>Noted, heights are proposed to be capped as per WAPC policy and to provide certainty to the community.</p> <p>Additional guidance and transparency within and complementing the ACP is intended to provide confidence to all stakeholders.</p>	Two sites specifically identified for open space, with potential for more open space to be provided

Appendix 5

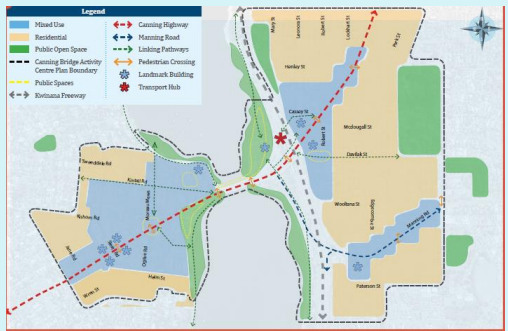
Schedule of Modifications in Advertised Version of ACP

Page / Section Reference	Previous Text	Modification	Rationale																																	
12 / 6.3	None, additional section	<p>6.3 Studies and Plans Required Within Q1 and Q2, the following studies and plans may be required by the local government to provide certainty in considering and managing key issues associated with a proposed development and to ensure high quality development within the ACP area.</p> <table border="1" data-bbox="940 526 1451 976"> <thead> <tr> <th>Item Required</th> <th>Stage At Which Required</th> <th>Approval Authority</th> </tr> </thead> <tbody> <tr> <td>Local Development Plan</td> <td>Prior to Development Approval</td> <td>City of Melville</td> </tr> <tr> <td>Noise Impact Assessment</td> <td>With Development Approval</td> <td>City of Melville</td> </tr> <tr> <td>Transport Impact Assessment</td> <td>With Development Application</td> <td>City of Melville</td> </tr> <tr> <td>Heritage Impact Assessment</td> <td>With Development Application</td> <td>City of Melville</td> </tr> <tr> <td>Waste Management Plan</td> <td>With Development Application</td> <td>City of Melville</td> </tr> <tr> <td>Landscape Plan</td> <td>Condition of development approval</td> <td>City of Melville</td> </tr> <tr> <td>Stormwater Management Plan</td> <td>Condition of development approval</td> <td>City of Melville</td> </tr> <tr> <td>Parking Management Plan</td> <td>Condition of development approval</td> <td>City of Melville</td> </tr> <tr> <td>Tree Management Plan</td> <td>Commencement of Site Works</td> <td>City of Melville</td> </tr> <tr> <td>Construction Management Plan</td> <td>Prior to Commencement of Site Works</td> <td>City of Melville</td> </tr> </tbody> </table> <p>Table 2 Additional Information</p>	Item Required	Stage At Which Required	Approval Authority	Local Development Plan	Prior to Development Approval	City of Melville	Noise Impact Assessment	With Development Approval	City of Melville	Transport Impact Assessment	With Development Application	City of Melville	Heritage Impact Assessment	With Development Application	City of Melville	Waste Management Plan	With Development Application	City of Melville	Landscape Plan	Condition of development approval	City of Melville	Stormwater Management Plan	Condition of development approval	City of Melville	Parking Management Plan	Condition of development approval	City of Melville	Tree Management Plan	Commencement of Site Works	City of Melville	Construction Management Plan	Prior to Commencement of Site Works	City of Melville	Procedural inclusion. Complies with standard requirements of structure plans, providing clear guidance for when additional information will be required.
Item Required	Stage At Which Required	Approval Authority																																		
Local Development Plan	Prior to Development Approval	City of Melville																																		
Noise Impact Assessment	With Development Approval	City of Melville																																		
Transport Impact Assessment	With Development Application	City of Melville																																		
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Construction Management Plan	Prior to Commencement of Site Works	City of Melville																																		
12 / 6.4	None, additional section	<p>6.4 Staging The Activity Centre Plan guides development for an established activity centre in an infill context. On this basis, and with highly fragmented ownership, staging of development is piecemeal and not spatially restricted. Similarly, the existing infrastructure does not represent a constraint for further development of the ACP area in the near future. However overall development of the ACP area, occurring on an incremental basis, will be regularly monitored</p>	Complies with standard requirements of structure plans to provide some commentary on staging. In this instance it, reflects that the land is in fact already fragmented into individual landowners and precinct wide staging is difficult to plan for spatial staging (and that, due to there being no infrastructure constraints, there is no need from an infrastructure perspective to do so)																																	

to ensure any infrastructure or other demands are accounted for in forward planning for the precinct.

14 / Figure 1

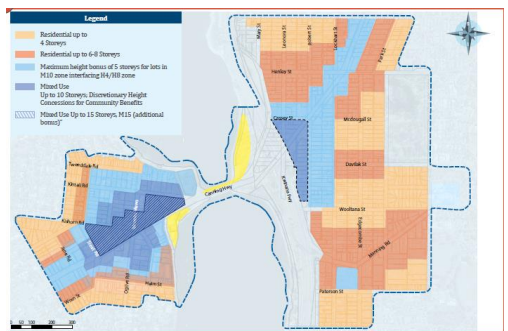
Existing ACP Map



Reflects changes proposed to ACP text, heights plan, and public realm investment. The main change is the extent of Mixed Use and Residential zones in the ACP

15 / Figure 2


Existing ACP Heights Plan



The Heights Plan changes are designed to:

- Reduce development pressure south of Canning Highway, where the transport network is becoming constrained
- Cluster activity more around the “heart” of the community
- Take pressure of “edge” sites and reduce negative impact on areas around the ACP area
- Transition from M10 to H8 where possible, avoiding a larger step-down
- Recognise the movement, exposure and activity on Forbes and Sleaf Roads likely with the closure of Kintail and Canning Beach Roads intersection with Canning Highway
- Ensure infill targets can still be demonstrably met

(Refer attached plan with annotations for detail of changes)

<p>16 / Figure 3</p>	<p>None, additional graphic</p>		<p>Provides physical layout of ground floor active, mixed and residential frontages; inherent element of decoupling heights controls from ground floor activity. Applies only to City of Melville quarters. Each frontage has specific controls and stipulations throughout the Design Guidelines in Part 1, to comprehensively connect ground plane design, activation, land use, and public realm, using all these factors to deliver a strong unified character to the precinct.</p>
<p>23 / Table 3</p>	<p>DO 1.1 Q1 will be the premier retail and entertainment destination within the CBACP area. Retail, entertainment and food and beverage outlets are encouraged at the ground floor, visually interacting with pedestrians, cyclists and vehicle passers-by. Office spaces are strongly encouraged on all levels above the ground floor in M15, and from the ground floor up in M10. Residential opportunities in the M15 and M10 area will be in apartment style and are encouraged in all buildings above the third floor. Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb.</p>	<p>DO 1.1 Q1 will be the premier retail and entertainment destination within the CBACP area, and will contain the identifiable “heart” of the Canning Bridge precinct within the City of Melville. Retail, entertainment and food and beverage outlets are encouraged at the ground floor, visually interacting with pedestrians, cyclists and vehicle passers-by. Office spaces are strongly encouraged on all levels above the ground floor in M15, and from the ground floor up in M10. Residential opportunities in the M15 and M10 area will be in apartment style and are encouraged in all buildings above the third floor. Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb. For Quarters 1 & 2, ground floor land uses should complement the frontage types stipulated in Figure 3: Frontage Types (Active, Mixed or Residential)</p>	<p>Headline objectives for land use in Kintail Quarter. Reflects identified need for a community heart, a focus of activity away from Canning Highway (i.e. to be pedestrian friendly, economically appealing and high amenity) Provides specific reference to frontage types in Figure 3 as guidance for land use and activation</p>

<p>23 / Table 3</p>	<p>Preferred Land Uses 1.1 Q1 – Ground Floor Uses 1.1.1 M15 Zone - Restaurant, Small Bar, Cinema/Theatre, Hotel, Shop, Fast Food Outlet, Retail, Educational Establishment, Civic Uses 1.1.2 M10 Zone - Restaurant, Small Bar, Office, Shop, Tourist Accommodation, Reception Centre, Retail, Educational Establishment, Civic Uses 1.1.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office</p>	<p>Preferred Land Uses 1.1 Q1 – Ground Floor Uses 1.1.1 Active - Restaurant, Small Bar, Cinema/Theatre, Hotel, Holiday Apartment, Holiday Accommodation, Serviced Apartment, Shop, Fast Food Outlet, Retail, Educational Establishment, Civic Uses 1.1.2 Mixed - Restaurant, Small Bar, Office, Shop, Tourist Accommodation, Holiday Apartment, Holiday Accommodation, Serviced Apartment, Reception Centre, Retail, Educational Establishment, Civic Uses, Consulting Rooms, Medical Centre, Multiple Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public</p>	<p>Ground floor uses tied to frontage type rather than height, a key element of decoupling height types with activity and ground floor character. In general, previous M15 is not Active, previous M10 is Mixed and previous H4 + H8 are Residential. Land uses, built form and activation at ground level can then be linked to street type, delivering a unified approach to character for the precinct based on a joint contribution from public and private land.</p>
<p>23 / Table 3</p>	<p>1.2 Q1 – Uses for all Storeys other than Ground Floor 1.2.1 M15 Zone - Restaurant, Small Bar, Cinema/Theatre, Hotel, Office, Shop, Tourist Accommodation, Retail, Multiple Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking, Child Care Premises, Convenience Store, Home Occupation, Home Office, Medical Centre, Public Amusement, Recreation - Private 1.2.2 M10 Zone - Restaurant, Small Bar, Hotel, Mixed Development, Office, Shop, Tourist Accommodation, Reception Centre, Retail, Multiple Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking, Convenience Store, Home Occupation, Home Office</p>	<p>1.1.3 Residential - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office 1.2 Q1 – Uses for all Storeys other than Ground Floor 1.2.1 M15 Zone - Restaurant, Small Bar, Cinema/Theatre, Hotel, Office, Tourist Accommodation, Holiday Apartment, Serviced Apartment, Multiple Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking, Child Care Premises, Home Occupation, Home Office, Medical Centre, Public Amusement, Recreation - Private 1.2.2 M10 Zone - Restaurant, Small Bar, Hotel, Mixed Development, Office, Tourist Accommodation, Holiday Apartment, Serviced Apartment, Reception Centre, Multiple Dwelling,</p>	<p>In keeping with the decoupling of height and activity in the ACP, most more active (non-residential) uses notionally included as preferred above ground uses have been removed to focus activity on the ground plane and contribute more to the street. This will also reduce potential impacts on amenity on upper floors.</p>

	<p>1.2.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office</p>	<p>Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Educational Establishment, Civic Uses, Consulting Rooms, Public Parking, Home Occupation, Home Office</p> <p>1.2.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Recreation - Private, Recreation – Public, Home Occupation, Home Office</p> <p>1.3 Q1 – Single Dwellings. Single dwellings whilst not preferred land uses may be considered by the decision maker, subject to development being to a minimum height of 2 storeys and the applicant satisfactorily demonstrating the ability of the dwelling to be converted to a more intensive development at a later date</p>	
<p>24 / Table 3 (cont.)</p>	<p>As the 'business' Quarter of the CBACP area, Q2's excellent connectivity will attract businesses seeking to take advantage of the natural amenity of the Quarter and the surrounding residential population for their workforce.</p> <p>Offices are strongly encouraged here with small scale cafes and services such as deli's encouraged to support the office workforce and the residential population.</p> <p>Offices will be encouraged at all levels in M10 and M15, although more active frontages with cafes, restaurants or conferencing venues will be encouraged in the M15 zone at ground floor levels.</p> <p>Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb</p>	<p>DO 1.2</p> <p>As the 'business' Quarter of the CBACP area, Q2's excellent connectivity will attract businesses seeking to take advantage of the natural amenity of the Quarter and the surrounding residential population for their workforce.</p> <p>With recognised parking and traffic constraints, offices are encouraged here with small scale cafes and services such as delis encouraged to support the office workforce and the residential population, provided transport and traffic matters can be managed, ideally at a strategic level.</p> <p>Offices will be encouraged at all levels in M10 and M15, although some more active frontages with cafes, restaurants or conferencing venues will be encouraged at ground floor levels.</p>	<p>Need to acknowledge capacity constraints of Q2, particularly in respect of traffic. New land uses will be thoroughly vetted for individual and cumulative traffic impacts.</p>

		Uses within the Residential zone will remain as residential only to establish an appropriate buffer between the centre and the surrounding suburb, given the limited distance between Canning Highway and the southern boundary of the ACP area in Q2. For Quarters 1 & 2, ground floor land uses should complement the frontage types stipulated in the ACP (Active, Mixed or Residential)	
24 / Table 3 (cont.)	<p>Preferred Land Uses</p> <p>1.4. Q2 – Ground Floor Uses</p> <p>1.4.1 M15 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Tourist Accommodation, Reception Centre, Civic Uses</p> <p>1.4.2 M10 Zone - Restaurant, Hotel, Shop, Mixed Development, Office, Take-Away Food Outlet, Tourist Accommodation, Reception Centre, Convenience Store</p> <p>1.4.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office</p>	<p>Preferred Land Uses</p> <p>1.4. Q2 – Ground Floor Uses</p> <p>1.4.1 Active - Restaurant, Small Bar, Cinema/Theatre, Hotel, Holiday Apartment, Holiday Accommodation, Serviced Apartment, Shop, Fast Food Outlet, Retail, Educational Establishment, Civic Uses</p> <p>1.4.2 Mixed - Restaurant, Small Bar, Office, Shop, Tourist Accommodation, Holiday Apartment, Holiday Accommodation, Serviced Apartment, Reception Centre, Retail, Educational Establishment, Civic Uses, Consulting Rooms, Medical Centre, Multiple Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public</p> <p>1.4.3 Residential - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation – Public, Home Occupation, Home Office</p>	<p>Ground floor uses tied to frontage type rather than height, a key element of decoupling height types with activity and ground floor character. In general, previous M15 is not Active, previous M10 is Mixed and previous H4 + H8 are Residential.</p> <p>Land uses, built form and activation at ground level can then be linked to street type, delivering a unified approach to character for the precinct based on a joint contribution from public and private land.</p>
24 / Table 3 (cont.)	<p>1.5 Q2 – Uses for all Storeys other than Ground Floor</p> <p>1.5.1 M15 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Tourist Accommodation, Reception Centre, Multiple Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom Dwelling, Residential</p>	<p>1.5 Q2 – Uses for all Storeys other than Ground Floor</p> <p>1.5.1 M15 Zone - Restaurant, Small Bar, Hotel, Holiday Apartment, Serviced Apartment, Office, Fast Food Outlet, Tourist Accommodation, Reception Centre, Multiple Dwelling, Aged or Dependant Person’s Dwelling, Single Bedroom</p>	<p>In keeping with the decoupling of height and activity in the ACP, most more active (non-residential) uses notionally included as preferred above ground uses have been removed to focus activity on the</p>

	<p>Building, Civic Uses, Consulting Rooms, Medical Centre, Child Care Premises, Convenience Store, Educational Establishment, Home Occupation, Home Office, Public Amusement, Recreation - Private</p> <p>1.5.2 M10 Zone - Restaurant, Small Bar, Hotel, Shop, Office, Fast Food Outlet, Tourist Accommodation, Reception Centre, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Consulting Rooms, Home Occupation, Home Office</p> <p>1.5.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation - Public, Home Occupation, Home Office</p>	<p>Dwelling, Residential Building, Civic Uses, Consulting Rooms, Medical Centre, Child Care Premises, Educational Establishment, Home Occupation, Home Office, Public Amusement, Recreation - Private</p> <p>1.5.2 M10 Zone - Restaurant, Small Bar, Hotel, Office, Fast Food Outlet, Tourist Accommodation, Holiday Apartment, Serviced Apartment, Reception Centre, Multiple Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Consulting Rooms, Home Occupation, Home Office</p> <p>1.5.3 H4 and H8 Zone - Multiple Dwelling, Grouped Dwelling, Aged or Dependant Person's Dwelling, Single Bedroom Dwelling, Residential Building, Recreation - Private, Recreation - Public, Home Occupation, Home Office</p>	<p>ground plane and contribute more to the street.</p> <p>This will also reduce potential impacts on amenity on upper floors.</p>
28 / Element 2 – Site Planning and Built Form	<p>This section applies to all Quarters of the CBACP area. Where Requirements apply to a specific Zone indicated in Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones the Requirements of Table 2 Site Planning and Built Form refer to that Zone.</p>	<p>This section applies to all Quarters of the CBACP area. Where Requirements apply to a specific Zone indicated in Figure 2 Canning Bridge Activity Centre Plan Land Use, Built Form and Zones or Figure 3 Canning Bridge Activity Centre Plan Frontage Types (Quarters 1 & 2), the Requirements of Table 2 Site Planning and Built Form refer to that Zone.</p>	<p>Inclusion of specific reference to Fig 3 (frontages plan) as a key driver of land use and built form for City of Melville sites.</p> <p>This separate control of frontages allows a more aligned place outcome, with stronger representation of identity and character.</p>
29 / Table 4	<p>Site planning should avoid buildings which do not relate to the street, create excessively bulky single elements or comprise of overly repetitive elements both within the development site and as it relates to the surrounding development (see Figure 6 and Figure 7 and Figure 8).</p>	<p>Site planning should avoid buildings which do not relate to the street, create excessively bulky single elements or comprise of overly repetitive elements both within the development site and as it relates to the surrounding development (see Figure 6 and Figure 7 and Figure 8). Guidance specific to Q1 and Q2 is provided in clause 2.7 below.</p>	<p>Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.</p>
29 / Table 4	<p>2.1 All development in M15 and M10 Zones shall provide a continuous urban edge to the street as per Figure 8. Any pedestrian or</p>	<p>2.1 All development in M15 and M10 Zones in Q3, Q4, Q5 and Q6 shall provide a continuous urban edge to the street as per Figure 8. Any</p>	<p>For Q1 + Q2, the requirement for integration of pedestrian and vehicular access into street frontage in</p>

	<p>vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm.</p> <p>2.2 Development of any site for the purposes of a building which is greater than 32 metres in height (approximately 10 storeys), shall only be permitted where the land area comprises a minimum of 1800m². Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development.</p> <p>2.3 Development of any site for the purposes of a building which is greater than 20 metres in height (approximately 6 storeys), shall only be permitted where the land area comprises a minimum of 1200m². Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development.</p> <p>2.4 For Q3, Q4, Q5 and Q6, development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 7).</p> <p>2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public.</p> <p>2.6 Building depth designed in accordance with Residential Design Codes Vol. 2 Element 2.6.</p>	<p>pedestrian or vehicular access points shall be designed to integrate with the development and not disrupt the street rhythm.</p> <p>2.2 Development of any site for the purposes of a building which is greater than 32 metres in height (approximately 10 storeys), shall only be permitted where the land area comprises a minimum of 1800m². Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development.</p> <p>2.3 Development of any site for the purposes of a building which is greater than 20 metres in height (approximately 6 storeys), shall only be permitted where the land area comprises a minimum of 1200m². Amalgamation of adjacent parcels will be encouraged as an appropriate outcome to achieve this scale of development.</p> <p>2.4 For Q3, Q4, Q5 and Q6, all development within the M15 or M10 Zones shall extend across the full street frontage/s of the lot for that part of the development which is part of the podium element (see Figure 7).</p> <p>2.5 Development is encouraged which comprises active uses at podium levels or roof top spaces such as food and beverage outlets and open spaces which are accessible to the public.</p> <p>2.6 Building depth designed in accordance with Residential Design Codes Vol. 2 Element 2.6.</p>	<p>clause 2.1 is inherently covered in the design review process, following the design principles of the R Codes Vol 2, and clauses 2.7.1 and 2.7.2.</p> <p>Clause 2.6 introduces the requirement for building depth in accordance with the R Codes Vol 2. This provision achieves three objectives</p> <p>(a) Improving residential environments by ensuring building depth allows natural light to penetrate into living areas in apartment complexes</p> <p>(b) Improving external appearance of apartment buildings (complying with this requirement will lead to narrower and/or more articulated buildings, creating interest and reducing the impact of bulk and height)</p> <p>(c) Providing greater compliance with state government guidance, where it aligns with local objectives and intended character.</p>
30	[No previous text]	<p>Within Q1 and Q2 the following stipulations also apply:</p> <p>2.7.1 The relationship to the street environment, ground floor land uses and between buildings, particularly at the lower floors and ground plane, is guided by Figure 3</p>	<p>Like many elements in the design guidelines, clause 2.7 provides a suite of controls applicable to Q1 + Q2. This approach has been undertaken to improve readability for all</p>

		<p>2.7.2 Mass and form for any sites abutting the ACP boundary will be primarily driven by their impact on neighbouring properties outside of the ACP area. Specifically, controls for overshadowing and visual privacy are considered to have primacy and shall not be exceeded except with the written consent of the owner(s) of the affected property/ies.</p> <p>2.7.3 Tower floorplates shall be limited in size to 900sqm</p> <p>2.7.4 The following plot ratio limits apply for development within each Zone, unless bonuses are being sought under Elements 21 and 22 of the ACP:</p> <ul style="list-style-type: none">• H4: 0.8• H8: 1.9• M10: 2.7• M15: 4.0	<p>stakeholders and create a robust document structure.</p> <p>Clause 2.7.1 confirms the connection of mass and form to the street type and intended land uses, including the continuity of street frontage, is as reflected in the frontages plan (Plan 3).</p> <p>Clause 2.7.2 is designed to reinforce the pre-eminence of neighbour impacts in development, especially in H4 and H8 areas. The reference to overshadowing and visual privacy provides strong justification for serious scrutiny (by Council, JDAP and DRP) of neighbour impacts on a proposed development. This is in contrast to the limited (or specifically excluded) provisions for privacy and overshadowing in the previous ACP text.</p> <p>Clause 2.7.3 proposes a maximum floorplate size to lock in a more slender tower form, reinforcing clause 2.6. The specific dimension of 900sqm is based on architectural and design advice and insights to ensure practicality, including an assumed width of 20m (allowing light penetration 9m in to each apartment and a 2m wide common corridor), and a length of 45m (allowing for 20m distance between front doors of apartments and a central fire escape stairwell). A slender built form will also enable more sunlight penetration to street level and view corridors</p>
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			<p>between buildings and ground and (especially) upper levels. Clause 2.7.4 provides plot ratio controls to directly control the mass and bulk of buildings. The settings for the plot ratio are deliberately tight, so that building envelopes (set by height limits and setbacks) do not completely fill with plot ratio. This enables</p> <ul style="list-style-type: none"> a. More “breathing space” for buildings within building envelopes to allow for individual design flair and interest in the skyline b. More slender buildings, creating wider view corridors, less apparent bulk, and more sunlight reaching street level c. Flexibility so that irregular shaped sites (i.e. non-rectangular sites) can develop to a similar standard of other lots, without seeking development concessions and variations contrary to the intended character of Canning Bridge d. More generally for proposed developments to design in accordance with the intended character of the precinct without impediment.
31	Where an applicant proposes heights greater than those identified in these requirements the applicant may choose to have the development assessed against the Requirements of Element 21 and Element 22 of these Guidelines, NB: Building Height is defined	Where an applicant proposes heights greater than those identified in these requirements the applicant may choose to have the development assessed against the Requirements of Element 21 and Element 22 of these Guidelines. Guidance specific to Q1 and Q2 is provided in clause 3.9 below	Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders

	in the Interpretation Section of these Guidelines.	<i>NB: Building Height is defined in the Interpretation Section of these Guidelines.</i>	
31	<p>3.3 Podiums which are developed in the M15 and M10 zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL.</p> <p>3.7 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 5 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p>	<p>3.3 For Q3, Q4, Q5 and Q6, podiums which are developed in the M15 and M10 Zones shall be a minimum of 7 metres above NGL and shall not exceed 13.5 metres above NGL.</p> <p>3.7 Notwithstanding Clause 3.5, for Q3, Q4, Q5 and Q6 any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 5 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p>	<p>Clauses 3.3, 3.7 and 3.8 worded to apply to City of South Perth Quarters only (Qs 3-6), for Q1 + Q2 these matters are controlled separately by clause 3.9.</p>
32	<p>3.8 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 5 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures. (Clause 3.9 – additional clause)</p>	<p>3.8 Notwithstanding Clause 3.5, for Q3, Q4, Q5 and Q6 any H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 5 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p> <p>3.9 Within Q1 and Q2 the following stipulations also apply:</p> <p>3.9.1 Podiums which are developed shall not exceed 10 metres in height above NGL</p> <p>3.9.2 Notwithstanding applicable height controls in metres, any mezzanine in a proposed development shall be counted as a storey</p> <p>3.9.3 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately adjoining to the property boundary of a H4 Zoned site shall</p>	<p>Clause 3.9</p> <ul style="list-style-type: none"> • Reduced podium height maxima (and with it, the sense of bulk directly on the street from unduly large podia) • Provides clarity for the definition of mezzanine in keeping with community expectations and closing a perceived loophole (definition of mezzanine is modified accordingly for Q1 +Q2 – refer page 55) • Provides basic controls to manage building interfaces between H8 + H4 land, somewhat enhancing protections for H4 zoned land

		<p>be designed to reduce impact to the adjoining property by being limited to a building height of 20 metres for that part of the development within 6 metres of the property boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p> <p>3.9.4 Notwithstanding Clause 3.5, any H8 Zoned development which is immediately across the road from a H4 Zoned site shall be designed to reduce undue impact on the residential street by being limited to a building height of 20 metres for that part of the development within 6 metres of the street boundary. The setback of the building can comprise balconies and terraces with open roofed structures.</p>	
33	<p>New buildings that are setback from the street boundary should not adversely affect the vibrancy and activity required to support the expected outcomes of the CBACP by creating unnecessary breaks in active frontages as per Figure 7.</p>	<p>Alternative means to reduce bulk and scale such as green walls and façade articulation are also encouraged. New buildings that are setback from the street boundary should not adversely affect the vibrancy and activity required to support the expected outcomes of the CBACP by creating unnecessary breaks in active frontages as per Figure 7.</p> <p>Guidance specific to Q1 and Q2 is provided in clause 4.10 below</p>	<p>Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders</p>
33	<p>4.1 All development in M15 and M10 Zones shall address the street with a minimum of 2 storeys of podium level development in accordance with the height Requirements of Clause 3.3. All development including and above the fourth floor of the development is to be setback from the primary and secondary streets a minimum of 5 metres from the property boundary as per Figure 9.</p> <p>4.2 All development in M15 Zones shall have a minimum Nil and maximum 2 metre setback to street boundaries unless the development is</p>	<p>4.1 For Q3, Q4, Q5 and Q6, all development in M15 and M10 Zones shall address the street with a minimum of 2 storeys of podium level development in accordance with the height Requirements of Clause 3.3. All development including and above the fourth floor of the development is to be setback from the primary and secondary streets a minimum of 5 metres from the property boundary as per Figure 9.</p> <p>4.2 For Q3, Q4, Q5 and Q6, all development in M15 Zones shall have a minimum Nil and maximum 2 metre setback to street boundaries</p>	<p>Clauses 4.1 to 4.6 have removed references to Q1 + Q2 with relevant provisions replaced in clause 4.10. Previous clause 4.9 also moved in its entirety to clause 4.10 for legibility and clarity of provisions applicable to City of Melville land.</p> <p>Front setback provisions for Q1 + Q2 designated by frontage type, not by permitted building height in keeping with focus on ground plane character. This ensures street type, land use and</p>

	<p>identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan.</p> <p>4.3 Except where the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan (see Element 6), all development in the M10 Zone in Q1 and Q2 shall have a minimum 1.5 metre and maximum 3 metre setback to street boundaries and all development in the M10 Zone in Q3, Q4 and Q5 shall have a minimum of 3 metre and maximum 5 metre setback to street boundaries.</p> <p>4.4 All development within H8 Zones in Q1 and Q2 shall have a minimum 2 metre and maximum 4 metre setback to street boundaries. All development within H8 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre front setback.</p> <p>4.5 All development within H4 Zones in Q1 and Q2 shall have a minimum 3 metre setback to street boundaries. All development within H4 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre setback.</p> <p>4.6 Development that proposes a variation to this setback by way of public spaces and plazas will be considered on its merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the centre at that location. Figure 5 provides some illustration of how this may be achieved.</p> <p>4.7 All development within the Q6 areas shall be assessed on its merit.</p>	<p>unless the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan.</p> <p>4.3 Except where the development is identified as being on a street which is a 'Linking Pathway' as shown in Figure 1 Canning Bridge Activity Centre Plan (see Element 6), all development in the M10 Zone in Q3, Q4 and Q5 shall have a minimum of 3 metre and maximum 5 metre setback to street boundaries.</p> <p>4.4 Notwithstanding anything in Clause 4.2 and 4.3, for Q3, Q4, Q5 and Q6, all development in the M15 and M10 Zones in Q3, Q4 and Q5 adjacent to Canning Highway shall comprise a minimum 3 metre depth colonnade fronting Canning Highway at nil setback.</p> <p>4.5 All development within H8 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre front setback.</p> <p>4.6 All development within H4 Zones in Q3, Q4 and Q5 shall have a minimum 4 metre and maximum 6 metre setback.</p> <p>4.7 Development that proposes a variation to this setback by way of public spaces and plazas will be considered on its merit, where the development of appropriate public spaces/plazas is considered to contribute to the quality of the centre at that location. Figure 5 provides some illustration of how this may be achieved.</p> <p>4.8 All development within the Q6 areas shall be assessed on its merit.</p> <p>4.9 Where a street setback is required, the setback area shall be activated and/or landscaped.</p>	<p>lower floors of buildings are complementary to present a cohesive public realm.</p> <p>Street tree retention explicitly promoted in clause 4.10.2</p>
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	<p>4.8 Where a street setback is required, the setback area shall be activated and/or landscaped.</p> <p>4.9 Within H4 Zones (in Q1 and Q2) any structure located at roof level shall be setback a distance of 6 metres from the building edge at the front boundary.</p>	<p>4.10 Within Q1 and Q2 the following stipulations also apply:</p> <p>4.10.1 All street setbacks shall be in accordance with frontage types stipulated in Figure 3, as follows:</p> <ul style="list-style-type: none"> • Active frontages: Min 2 metres, may be varied to nil if justified by local streetscape context • Mixed frontages :Min 4 metres • Residential frontages : Min 6 metres 	
34	<p>To provide a continuity of frontage at ground and podium levels to encourage activity whilst providing interest. To allow opportunities for tower elements to access sunlight, ventilation and view corridors throughout the area from and between multilevel developments. To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element.</p>	<p>DO 5</p> <p>To provide a continuity of frontage at ground and podium levels to encourage activity whilst providing interest. To allow opportunities for tower elements to access sunlight, ventilation and view corridors throughout the area from and between multi-level developments. To ensure that development opportunities throughout the precinct are maximised. Developers should consider the amenity of the precinct by minimising overlooking and overshadowing of adjacent and adjoining properties through appropriate design response, supported by the setback provisions of this Element. Guidance specific to Q1 and Q2 is provided in Clause 5.9 below.</p>	<p>Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders</p>
34	<p>5.1 Any new podium level development in the M15 or M10 Zone shall be built up to side boundaries, any adjoining right-of-way and may be built up to the rear boundary.</p> <p>5.2 Notwithstanding Clause 5.1, where a pedestrian pathway has been identified within any development site, the development shall be required to address the pedestrian access way through active frontages and glazing as per Clause 9.2.</p>	<p>5.1 Any new podium level development in the M10 Zone of Q3, Q4 and Q5 shall achieve an average side and rear setback of 4 metres unless the site has frontage to Canning Highway, in which case side and rear setbacks may be reduced to nil. Setbacks of podiums on sites without frontage to Canning Highway (in Q3, Q4 and Q5) shall give regard to how the podium structure contributes to the interface between development, improves access to</p>	<p>Clauses 5.1 and 5.3 to 5.6 have removed references to Q1 + Q2 with relevant provisions replaced in clause 5.9. Most notably the clause stating that solar access, privacy and overshadowing do not apply has been deleted, removing a significant loophole and ensuring amenity is protected in future development and for neighbours.</p>

	<p>5.3 Tower elements for development in the M15 or M10 Zone shall be setback a minimum of 4 metres from side or rear boundaries so as to provide a minimum 8 metre separation between tower elements on adjoining lots as per Figure 10.</p> <p>5.4 Notwithstanding Clause 5.3, two or more towers within a single development site in the M15 or M10 Zone shall be setback a minimum of 8 metres from one another.</p> <p>5.5 Open sided balconies and roof terraces which are not within the structure of the building façade and do not add to the overall bulk of the building are allowed to extend into the side setback of development proposed in the M15 or M10 Zones.</p> <p>5.6 Side and rear setbacks for all development within the H8 and H4 Zones shall be 3 metres for any lot which is less than or equal to 14 metres in width or shall be 3.5 metres for any lot which is greater than 14 metres in width but less than 16 metres in width or 4 metres for any lot which is equal to or greater than 16 metres in width. Setbacks do not apply to any eaves and sun shading devices.</p> <p>5.7 Provisions of privacy and solar access and overshadowing do not apply within the CBACP area.</p>	<p>sunlight, ventilation and the retention of mature trees in accordance with the Desired Outcome and as per Clause 11.5</p> <p>5.2 Notwithstanding Clause 5.1, where a pedestrian pathway has been identified within any development site, the development shall be required to address the pedestrian access way through active frontages and glazing as per Clause 9.2.</p> <p>5.3 In Q3, Q4 and Q5, tower elements for development in the M15 or M10 Zone shall be setback a minimum of 4 metres from side or rear boundaries and building separation distances to adjoining lot boundaries in accordance with Residential Design Codes Vol.2 Element 2.7 - Building separation.</p> <p>5.4 Notwithstanding Clause 5.3, two or more towers within a single development site in the M15 or M10 Zone shall be setback from one another in accordance with Residential Design Codes Vol.2 Element 2.7 - Building Separation.</p> <p>5.5 Open sided balconies and roof terraces which are not within the structure of the building façade and do not add to the overall bulk of the building are allowed to extend into the side setback of development proposed in the M15 or M10 Zones in Q1 and Q2.</p> <p>5.6 For Q3, Q4, Q5 and Q6, side and rear setbacks for all development within the H8 and H4 Zones shall be 3 metres for any lot which is less than or equal to 14 metres in width or shall be 3.5 metres for any lot which is greater than 14 metres in width but less than 16 metres in width or 4 metres for any lot which is equal to or greater than 16 metres in width. Setbacks do not apply to any eaves and sun shading devices.</p>	
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		<p>5.7 Building separation distances in the H8 and H4 zones in Q3, Q4 & Q5 shall be in accordance with Residential Design Codes Vol.2 Element 2.7 - Building separation. For buildings up to 4 storeys (16m) in height, buildings shall be separated from adjoining boundaries in accordance with Clause 5. 6 of this plan and (for all quarters within the ACP) Residential Design Codes Vol.2 Element 3.5 - Visual Privacy.</p>	
35	<p>5.9 Within H4 Zones (in Q1 and Q2) any structure located at roof level shall be setback a distance of 2.5 metres from the building edge at the side and rear boundaries.</p>	<p>5.9 Within Q1 and Q2 the following stipulations also apply</p> <p>5.9.1 Within H4 Zones any structure located at roof level shall be setback a distance of 2.5 metres from the building edge at the side and rear boundaries.</p> <p>5.9.2 Tower elements for development in the M15, M10 or H8 Zone shall be setback a minimum of 6 metres from side or rear boundaries so as to provide a minimum 12 metre separation between tower elements on adjoining lots.</p> <p>5.9.3 Podium elements shall be in accordance with frontage types stipulated in Figure 3, as follows:</p> <p>a) for the forward side setback, not more than 15 metres behind the proposed building line</p> <ul style="list-style-type: none"> • Active frontages: Required 0 metres setback • Mixed frontages: Minimum 2 metres setback • Residential frontages: Minimum 6 metres setback or 20% of the lot width (whichever is lesser) <p>b) for the balance of the side setback, more than 15 metres behind the proposed building line</p> <ul style="list-style-type: none"> • Active frontages: Minimum 4 metres setback • Mixed frontages: Minimum 4 metres setback 	<p>Tower element setbacks in clause 5.9.2 established to provide sufficient separation and enshrine view corridors for the precinct</p> <p>Clause 5.9.3 establishes contiguity of (or gaps between) buildings as identified by street and frontage type. This further complements activity, land use and street type. The forward side setback control is used to ensure sufficient space between buildings at the rear of lots even if street frontage is contiguous, and to reinforce intended streetscape character</p>

		<ul style="list-style-type: none"> • Residential frontages: Minimum 6 metres setback or 20% of the lot width (whichever is lesser) 	
36	[No previous text]	<p>5.9.4 Development within the H4 zone shall be setback a minimum of 6 metres or 20% of the lot width (whichever is lesser) from side boundaries, and 6 metres from the rear boundary</p> <p>5.9.5 Notwithstanding the preceding clauses, development on any site adjoining residential zoned land outside of the Canning Bridge Activity Centre Plan shall protect the amenity of the adjoining land. Specifically:</p> <p>a) In respect of Solar Access, buildings shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed:</p> <ul style="list-style-type: none"> i) adjoining properties coded R25 and lower -- 25% of the site area ii) adjoining properties coded R30 – R40 - 35% of the site area iii) adjoining properties coded R50 – R60 – 50% of the site area iv) adjoining properties coded R80 or higher – Nil requirements <p>b) Visual Privacy of the adjoining land shall be maintained as stipulated for the density code of the adjoining land as stipulated in Table 3.5 of the Residential Design Codes Vol.2</p> <p>c) Provisions 5.8.6 a) and 5.8.6 b) shall not be varied except with the written consent of neighbouring landowners</p>	<p>Clause 5.9.4 sets minimum side setbacks for H4 proportional to lot width to encourage amalgamation and comprehensive redevelopment in H4 rather than individual residential lots being overdeveloped and imposing undue amenity impacts on neighbouring properties.</p> <p>Clause 5.9.5 includes strong visual privacy and overshadowing provisions, drawing on specific provisions (rather than objectives) from the R Codes.</p> <p>Limitations on varying these provisions are more stringent than other controls in the ACP, reflecting the preeminent importance of neighbourhood amenity for the community.</p>
38	[Additional text]	<p>7.7 Within Q1 and Q2, it is recognised that the appropriate built form response to Canning Highway will evolve as plans for Canning Highway are developed. Design, land use and activation may need to have regard for</p>	<p>Text added to ensure flexibility for the City in assessing applications abutting Canning Highway. Specifically, should an alternative design response be justified by duck and dive design of</p>

		emergent issues such as severance of access across the precinct, noise impacts, pedestrian appeal and other amenity issues, dependent on planned and implemented modifications to Canning Highway.	Canning Highway, this provision gives specific flexibility for the City to ensure the built form response is appropriate (without further amendment to the ACP if plans for Canning Highway evolve)
40	<p>Continuous frontages are required in all M15 and M10 Zones with large amounts of clear glazing that will promote visual interest. Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Activities at ground level shall aim to provide interest for pedestrians. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours.</p>	<p>Within Q3, Q4, Q5 and Q6, continuous frontages are required in all M15 and M10 Zones with large amounts of clear glazing that will promote visual interest. Shopfronts at ground floor level should provide for attractive window displays and restrained signage. Within Q1 and Q2, façade design and presentation to streets is based on Figure 3, independent of zones within the ACP.</p> <p>Activities at ground level shall aim to provide interest for pedestrians within Q3, Q4, Q5 and Q6, and in identified areas of Active frontages in Q1 and Q2. Such activities include retailing, cafes and restaurants that encourage and are associated with activity in non-business hours. Guidance specific to Q1 and Q2 is provided in clause 9.8 below</p>	<p>Remove universal objective of continuous street frontage for all of Q1 + Q2. This objective is considered inconsistent with a suburban setting and unnecessary for mainly residential areas. This objective has been replaced by a nuanced approach to frontages are reflected in Plan 3.</p> <p>Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.</p>
40	<p>9.2 Proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less that 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.</p> <p>9.3 Semi active frontages are required in all Residential Zones with a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level.</p>	<p>9.2 Within Q3, Q4, Q5 and Q6, proposed development shall incorporate substantial areas of glazing on street frontages. Glazing shall comprise no less that 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.</p> <p>9.3 Within Q3, Q4, Q5 and Q6, semi active frontages are required in all Residential Zones with a minimum of 35% of the frontage incorporating windows or doorways with</p>	<p>Removal of application of Clauses 9.2 and 9.3 to Q1 + Q2.</p> <p>Provisions specific to Q1 + Q2 included in Clause 9.8, for legibility and clarity of provisions applicable to City of Melville land, including</p> <ul style="list-style-type: none"> • Frontage treatments and facades governed by plan 3 (frontage types) to strengthen alignment between land use, built form, street type in the precinct • Finished floor levels aligning with footpath or verge to ensure ease of

	<p>[Clause 9.8 is additional]</p>	<p>passive visual surveillance of the adjacent street at ground level.</p> <p>9.4 Windows and balconies shall be incorporated into the design of developments above ground level. Private open space and balconies designed in accordance with Residential Design Codes Vol.2 Element 4.4.</p> <p>9.5 Developments shall be designed so as to discourage vandalism by use of materials such as sacrificial paint or architectural features to discourage inappropriate activity.</p> <p>9.6 Pedestrian links within development sites shall be of a design that incorporates visual interest and activity including retail and food and beverage activities or civic or community spaces.</p> <p>9.7 Development designed in accordance with Residential Design Codes Vol.2 Element 3.6.</p> <p>9.8 Within Q1 and Q2 the following stipulations also apply:</p> <p>9.8.1 Controls for the lower two storeys of buildings shall be guided by figure 3 of the ACP</p> <p>a) of glazing on street frontages. Glazing shall comprise no less than 50% of any façade at pedestrian/ground level and where opaque signage is proposed on glazing, unimpeded clear glazing shall still comprise greater than 50% of the frontage.</p> <p>b) For Mixed frontages proposed development shall incorporate a minimum of 35% of the frontage incorporating windows or doorways with passive visual surveillance of the adjacent street at ground level.</p> <p>c) For Residential frontages proposed development shall provide passive visual surveillance of the street at ground floor and upper levels</p>	<p>access and potential for non residential uses</p> <ul style="list-style-type: none"> • Further attention paid to facades at podium level to reinforce local character
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		<p>9.8.2 The internal floor level of any development shall, where possible, have a finished floor level no greater than 500 mm below or above the adjoining footpath or verge level to ensure interaction between pedestrians and the adjoining buildings. Development which fronts a street with differing levels should consider innovative design to meet this requirement.</p> <p>9.8.3 Facades in general and ground and first floor facades in particular shall demonstrably complement the existing and proposed adjacent streetscape.</p>	
42	In particular, the Guidelines encourage the development of areas that provide opportunities for communal meeting and interaction within the CBACP area.	In particular, the Guidelines encourage the development of areas that provide opportunities for communal meeting and interaction within the CBACP area Guidance specific to Q1 and Q2 is provided in clause 10.8 below	Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.
42	[New provision]	<p>10.9 Within Q1 and Q2 the following stipulations also apply:</p> <p>10.9.1 Where a development site (or the previous subdivision which created it) has not previously been required to provide public open space, it may be required to provide up to 10% as public open space, or cash in lieu of land, subject to established procedures for cash in lieu contributions for public open space</p> <p>10.9.2 Landscaping and/or low fencing below 1.2 metres on property boundaries, where buildings are setback from the boundary, shall reinforce the separation between public and private realm.</p>	Clause 10.9.1 includes potential for public open space to be required as a condition of approval, where POS has not been given up previously. There is a noted shortfall of POS in (and serving) the precinct. If there is land that has not given up POS previously, it should be required to do so where it relates to a planning proposal. Note: this likely needs to also be referred to in the scheme. A standard provision is available, also requiring a POS strategy, signoff by the Minister, use of an appropriate trust for dedicated POS funding.

			Clause 10.9.2 has been shifted from previous clause 10.7 given it is now only applicable to Q1 + Q2, for legibility and clarity.
45 / Table 5	[New provision]	14.3 Within Q1 and Q2, the intended function of the street, and permissibility of alfresco and further on-street activation and signage shall have regard for the street frontage type as defined in Figure 3 (for example more activation will be encouraged in Active frontages)	Provides a direct connection from frontage plan and street edge treatment, reinforcing alignment between land use, built form, street type in the precinct
48	<p>Parking is an important element to consider for development, and considerable analysis has been undertaken to respond to this need. Parking should be provided to ensure that the CBACP area can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally.</p> <p>Alternative transport is encouraged by way of providing for bicycle parking and storage, and motorcycle and scooter parking. Basement and multi storey car parks can present long blank walls to the street, or a gap with undesirable views into the basement car park, which should be avoided.</p>	<p>DO 18</p> <p>Parking is an important element to consider for development, and considerable analysis has been undertaken to respond to this need. Parking should be provided to ensure that the CBACP area can provide for its residents and guests, but should balance this need with a need to discourage private vehicle travel generally.</p> <p>Alternative transport is encouraged by way of providing for bicycle parking and storage, and motorcycle and scooter parking.</p> <p>Basement and multi storey car parks can present long blank walls to the street, or a gap with undesirable views into the basement car park, which should be avoided.</p> <p>Within Q1 and Q2, provision of cash in lieu of parking has been incentivised to promote modal shift, shared and well-located parking facilities, and a stronger local economy.</p> <p>Guidance specific to Q1 and Q2 is provided in clause 18.11 below.</p>	<p>Within the City of Melville cash in lieu of parking is incentivized (specifically, subsidized by about 80%) in an existing local planning policy. This incentive is under-promoted at the moment and repeated reference to it could lead to improved take-up of this opportunity which will have economic benefits to the local centre (people parking in one central location and visiting numerous shops and businesses in a more pleasant pedestrian environment). Well designed and located, this shared parking facility can provide further benefit by reducing parking congestion and traffic circulation, especially south of Canning Highway which has limited capacity at present.</p> <p>Include reference to Q1 + Q2 specific provisions, separated from other provisions for clarity for all stakeholders.</p>

<p>48</p>	<p>18.3 Car parking for residential development in Q1 and Q2 shall be provided at a minimum ratio of 0.75 bays up to a maximum ratio of 1.0 bay for each studio or single bedroom dwelling, and a minimum ratio of 1.0 bay up to a maximum ratio of 1.5 bays for each two or three bedroom dwelling, and a minimum ratio of 1.25 bays up to a maximum ratio of 2 bays for each dwelling with four bedrooms or greater. Car parking for residential development in Q3, Q4 and Q5 shall be provided at a minimum ratio of 0.75 bays for each studio or single bedroom dwelling and a minimum ratio of 1.0 bay for each two or three bedroom dwelling and a minimum ratio of 1.25 bays for each dwelling with four bedrooms or greater.</p>	<p>18.3 Car parking and motorcycle/scooter parking for residential development shall be provided as follows</p> <table border="1" data-bbox="940 326 1417 597"> <thead> <tr> <th>Dwelling type</th> <th>Q1 & Q2</th> <th>Q3, Q4 & Q5</th> </tr> </thead> <tbody> <tr> <td>Studio or single bedroom dwellings</td> <td>Min: 0.75 Max: 1.0</td> <td>Min: 0.75</td> </tr> <tr> <td>Two or three bedroom dwellings</td> <td>Min: 1.0 Max: 1.5</td> <td>Min: 1.0</td> </tr> <tr> <td>Four or greater bedroom dwellings</td> <td>Min: 1.25 Max: 2.0</td> <td>Min: 1.25</td> </tr> <tr> <td>Residential visitor</td> <td>N/A</td> <td>1 bay per eight dwellings for developments greater than 12 dwellings.</td> </tr> <tr> <td>Motorcycle/Scooter parking</td> <td>N/A</td> <td>1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings</td> </tr> <tr> <td>Notes</td> <td colspan="2">Cash in lieu is available for all parking (residential and non-residential), as prescribed and discounted in City of Melville's Local Planning Policy 1.6, Car Parking and Access. Refer clause 18.11.3</td> </tr> </tbody> </table> <p>Where residential visitor parking is provided, car parking areas not be located within the street setback and not be visually prominent from the street. Vehicle parking areas designed in accordance with Residential Design Codes Vol.2 Element 3.9.</p>	Dwelling type	Q1 & Q2	Q3, Q4 & Q5	Studio or single bedroom dwellings	Min: 0.75 Max: 1.0	Min: 0.75	Two or three bedroom dwellings	Min: 1.0 Max: 1.5	Min: 1.0	Four or greater bedroom dwellings	Min: 1.25 Max: 2.0	Min: 1.25	Residential visitor	N/A	1 bay per eight dwellings for developments greater than 12 dwellings.	Motorcycle/Scooter parking	N/A	1 motorcycle/scooter space for every 10 car bays for developments greater than 20 dwellings	Notes	Cash in lieu is available for all parking (residential and non-residential), as prescribed and discounted in City of Melville's Local Planning Policy 1.6, Car Parking and Access. Refer clause 18.11.3		<p>Parking requirements tabulated to provide more clarity, otherwise generally unchanged.</p>
Dwelling type	Q1 & Q2	Q3, Q4 & Q5																						
Studio or single bedroom dwellings	Min: 0.75 Max: 1.0	Min: 0.75																						
Two or three bedroom dwellings	Min: 1.0 Max: 1.5	Min: 1.0																						
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<p>49</p>	<p>[Clause 18.11 is new]</p>	<p>18.11 Within Q1 and Q2 the following stipulations also apply:</p> <p>18.11.1 Car parking for non-residential development in Q1 and Q2 shall be not less than one bay per 50m² of net lettable area and not more than one bay per 25m² of net lettable area.</p> <p>18.11.2 Access to on-site parking from the street shall provide adequate sightlines to ensure pedestrian amenity and safety is retained, including a visual truncation of 1.5m by 1.5m</p> <p>18.11.3 A monetary contribution may be made to the City of Melville in lieu of providing required car parking on site, for expenditure on transport infrastructure within the ACP area, as prescribed and discounted in the City's Local Planning Policy 1.6, Car Parking and Access</p>	<p>Within Clause 18.11</p> <ul style="list-style-type: none"> • Parking for non-residential uses articulated separately for clarity and legibility • Visual truncation specifically articulated to recognise and minimise potential issues with footpaths and pedestrians • Potential for cash in lieu further articulated and promoted, reflecting significant opportunity for community benefit 																					

For properties within the M15 or M10 Zone consideration of greater height than permitted in Element 3 may be approved where:

- relevant Desired Outcomes of all Elements are met or exceeded; and
- exemplary design is proposed in the opinion of the Design Advisory Group; and
- the development includes the provision of a significant benefit to the community.

Notwithstanding, in the M10 zone the maximum bonus height is five additional stories in:

- the quarters of the Davilak and Cassey (those quarters within the City of South Perth); and
- the quarters of Kintail and Ogilvie (those quarters within the City of Melville) for any lot(s) that interfaces (either opposite or adjacent to) the H8 and H4 zones.

Applicants seeking variation of development requirements in accordance with Element 21 and 22 are required to submit a report demonstrating the exemplary nature of the design and, where relevant, the proposed provision of a community benefit which is proportionate to the extent of the bonus being sought and how that community benefit will be guaranteed into the future.

Applicants shall respond to the requirements of Element 21 and Element 22 to be eligible for bonus provisions.

For properties within the M15 or M10 Zone consideration of greater height (and/or, in Q1 and Q2, additional plot ratio) than permitted in Element 3 may be approved where:

- relevant Desired Outcomes of all Elements are met or exceeded; and
- exemplary design is proposed in the opinion of the Design Advisory Group; and
- the development includes the provision of a significant benefit to the community.

Notwithstanding, in the M10 zone the maximum bonus height is five additional stories in the quarters of the Davilak and Cassey (those quarters within the City of South Perth); and

The quarters of Kintail and Ogilvie (Q1 and Q2, those quarters within the City of Melville) shall permit the following maximum subject to satisfying Elements 21 and 22

Zoning	Maximum Height	Maximum Plot Ratio
M10	13 Storeys (3 additional)	3.5 (0.8 additional)
M15	20 Storeys (5 additional)	5.5 (1.5 additional)
M15 (additional bonus)	30 Storeys (15 additional)	8.0 (4.0 additional)

Applicants seeking variation of development requirements in accordance with Element 21 and 22 are required to submit a report demonstrating the exemplary nature of the design and, where relevant, the proposed provision of a community benefit which is proportionate to the extent of the bonus being sought and how that community benefit will be guaranteed into the future.

Applicants shall respond to the requirements of Element 21 and Element 22 to be eligible for

Overall intent of the preamble for Q1 + Q2 as redrafted is to

- Confirm caps on heights and plot ratio as maximum bonuses for Q1 + Q2
- Include reference to plot ratios(which, like heights, will also cap bonus development)
- Provide a basis to encourage a Local Development Plan to assist in coordinating bonus-scale development, lock in community benefits and grant the City more control over the preliminary development approval process (given development applications themselves will otherwise be determined by JDAP)
- Recognise that architectural quality should be focussed on external features, that benefit the local surrounding community

		<p>bonus provisions. Within Q1 and Q2, to qualify for additional height and/or plot ratio, both Element 21 and 22 shall adhere to the principle of proportionality, where the benefits provided through these benefits is proportional to the design and community benefits included in the development proposal.</p>	
<p>53</p>	<p>21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following: 21.4.1 The proposed development has been designed with regard for solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies. 21.4.2 The proposed development meets or exceeds a 6 Star design rating under the Green Building Council of Australia or other equivalent rating system for the Cassey, Davilak, and Mt Henry Quarters (that is the Quarters within the City of South Perth) or 5 Star Green Star design rating under the Green Building Council of Australia for the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the development, which confirms achievement of the required rating.</p>	<p>21.1 Exemplary design is proposed in the opinion of the Design Advisory Group and the relevant Desired Outcomes of all Elements are met or exceeded; and 21.2 For development in the M15 Zone, the site shall have a minimum area of 2,600 m²; or 21.3 For development in the M10 Zone, the site shall have a minimum area of 2,000 m². 21.4 In addition to Clause 21.1 and Clause 21.2 or 21.3, the applicant proposes the following: 21.4.1 The proposed development has been designed with regard for solar access for adjacent properties taking into account outdoor living areas, major openings to habitable rooms, solar collectors and balconies. 21.4.2 The proposed development meets or exceeds a 6 Star design rating under the Green Building Council of Australia or other equivalent rating system for the Cassey, Davilak, and Mt Henry Quarters (that is the Quarters within the City of South Perth). As evidence in support of compliance with the required rating, applicants shall submit as part of their development application either a Green Star Design Review certificate or a qualified consultant's report supporting the developments achievement of the required level of performance. Under either approach any development approval granted will be conditional upon submission of a Green Star certificate, prior to commencement of the</p>	<p>Clause 21.4.2 includes reference to Green Star requirements. The proposed text employs the alternative of compliance with the R Codes Vol 2 (being half a star above industry standard) for all development. In addition to raising the bar for all development within the precinct, using reference to the R Codes Vol 2 environmental performance requirements will automatically increase as technology and development practice evolves (eg when five star or six star becomes industry standard) This will ensure, the City of Melville is by definition always promoting innovative sustainable development. Clause 21.5 provides specific guidance for Q1 + Q2 in respect of:</p> <ul style="list-style-type: none"> • Ensuring the Design Review Panel has particular regard to the external features, presentation and appearance of a building seeking a bonus. Given the surrounding community (rather than future occupants) experience the larger building, attention should be paid to ensuring this experience is as

	<p>21.4.3 A traffic statement is submitted showing that the additional floorspace allowed will not unduly impact on the surrounding centre.</p> <p>21.4.4 The proposed development includes the provision of infrastructure which supports area wide resource efficiency, such as plant and equipment required to reduce the demand for either building or area wide service infrastructure.</p> <p>21.4.5 In addition to the requirements of Element 10, proposed development within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) demonstrates a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees.</p>	<p>development, which confirms achievement of the required rating.</p> <p>21.4.3 A traffic statement is submitted showing that the additional floorspace allowed will not unduly impact on the surrounding centre.</p> <p>21.4.4 The proposed development includes the provision of infrastructure which supports area wide resource efficiency, such as plant and equipment required to reduce the demand for either building or area wide service infrastructure.</p> <p>21.4.5 In addition to the requirements of Element 10, proposed development within the Kintail and Ogilvie Quarters (that is the Quarters within the City of Melville) demonstrates a mitigation of urban heat island effects through the provision and maintenance of landscaping which includes the planting of mature shade trees.</p> <p>21.5 Within Q1 and Q2 the following stipulations also apply:</p> <p>21.5.1 In assessing exemplary design the Design Advisory Group shall have particular regard to the external presentation of the proposed development to the surrounding community (for example the impact on the skyline, form, and the ground plane experience for pedestrians external to the proposed development).</p> <p>21.5.2 Prior to issue of a certificate of occupancy, an audit of the building may be undertaken by the City of Melville against the approved plans demonstrating exemplary design, to ensure all elements of exemplary design have been delivered</p>	<p>favourable as possible. Conversely, well designed occupant experience will be reflected in consumer interest and the value of apartments and tenancies in these buildings (i.e. independent of the development bonus process, there is already a market incentive to make development appealing for those seeking to purchase or occupy it)</p> <ul style="list-style-type: none"> • Clause 21.5.2 clarifies that the City can inspect a building seeking development bonus post occupancy and ensure all design details proposed (forming justification for a development bonus) are implemented as approved. This power already exists with Council but stating it in a planning document is intended to ensure prospective developers are fully aware that they should be expected to be held accountable for promises made in the development approval process
53	22.1 The proposed development, meeting all other requirements, provides a community	22.1 Within Q3, Q4, Q5 and Q6, the proposed development, meeting all other requirements,	Clause 22.1 no longer applicable to Q1 and Q2

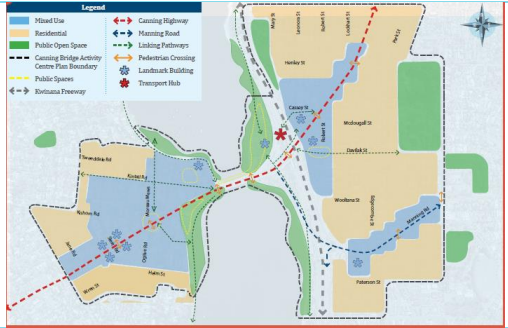
	<p>benefit for the users of the CBACP area in proportion to the additional development being proposed by achieving at least 4 of the following:</p> <p>22.1.1 Design comprising high quality active street frontages, furniture and landscaping which contribute to the character of the centre and are kept and maintained by agreement with the owners and/or strata company of the building in perpetuity.</p>	<p>provides a community benefit for the users of the CBACP area in proportion to the additional development being proposed by achieving at least 4 of the following:</p> <p>22.1.1 Design comprising high quality active street frontages, furniture and landscaping which contribute to the character of the centre and are kept and maintained by agreement with the owners and/or strata company of the building in perpetuity.</p>	
54	<p>22.1.2 Provision of landscaped spaces and/or other facilities accessible to the public such as rooftop and/or podium level gardens and/or incidental recreation spaces and/or equipment and entertainment facilities such as rooftop cinema.</p> <p>22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage.</p> <p>22.1.4 Affordable housing provided as part of an affordable housing scheme and ceded to the Department of Housing or relevant not-for-profit organisation.</p> <p>22.1.5 Improvement to pedestrian networks or the ceding, free of cost, of pedestrian linkages which contribute to the overall character and connectivity of the centre.</p>	<p>22.1.2 Provision of landscaped spaces and/or other facilities accessible to the public such as rooftop and/or podium level gardens and/or incidental recreation spaces and/or equipment and entertainment facilities such as rooftop cinema.</p> <p>22.1.3 Provision of public facilities such as toilets, showers and sheltered bike storage.</p> <p>22.1.4 Affordable housing provided as part of an affordable housing scheme and ceded to the Department of Housing or relevant not-for-profit organisation.</p> <p>22.1.5 Improvement to pedestrian networks or the ceding, free of cost, of pedestrian linkages which contribute to the overall character and connectivity of the centre.</p> <p>22.1.6 Provision of view corridors and/or mid-winter sunlight into adjacent properties, particularly where public spaces are provided.</p> <p>22.1.7 Provision of community, communal and/or commercial meeting facilities.</p> <p>22.1.8 The development comprises a hotel.</p> <p>22.1.9 The development comprises an aged care facility.</p> <p>22.1.10 Where the development includes a lot boundary that adjoins Canning Highway and</p>	<p>Clause 22.1 no longer applicable to Q1 and Q2</p> <p>Clause 22.2 introduced to:</p> <ul style="list-style-type: none"> • Allow cash in lieu of community benefits, in keeping with emerging practice of cash in lieu requirements contemplated by WAPC and the Minister for Planning • Enable community benefits to be pooled and/or provided off-site, rather than confined to those benefits that can only be provided with/within the approved development • Provide reference to the Community Needs Blueprint which analyses the actual needs of the community rather than a set list of benefits <p>The Community Needs Blueprint (guidance for which has already been provided to the City) should have regard to:</p> <ul style="list-style-type: none"> • The anticipated future population and demographic profile of the precinct

		<p>where road widening is required adjoining Canning Highway; the applicant proposes to cede land adjoining Canning Highway free of charge to the State of Western Australia for the purposes of road widening. In such case, the area ceded will be included in the total area calculations for the purpose of Clause 2.2 and 2.3 and/or Clause 21.2 and 21.3.</p> <p>22.1.11 The provision of car parking for public use beyond the users of the building, where such bays are ceded to the relevant Local Government free of charge or where such bays are unbundled from private ownership and are permanently made available to any user of the CBACP area by deed or agreement with the Local Government.</p> <p>22.2 Within Q1 and Q2 the following stipulations apply:</p> <p>22.2.1 Community benefits provided by the proposed development shall be items stipulated in the Place and Community Needs Blueprint . The value of community benefits provided on site contribution shall comprise 3% of the contract value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis</p> <p>22.2.2 In lieu of providing community benefits on site, a cash contribution may be agreed as an alternative. Such contribution shall comprise 3% of the contract value of units in the proposed development, for that portion of the proposed development in excess of the base height and/or plot ratio (whichever is greater), valued on a pro rata basis</p>	<ul style="list-style-type: none"> • Articulated community inputs, stated needs and desires for community assets for the precinct • Community assets and contributions that would be in keeping with the identified or intended character of the precinct <p>This substantially broadens the benefits the City can seek for a proposed development, and also allows for benefits to be provided which are of greater value to the current and future community in the Canning Bridge precinct</p>
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		<p>22.2.3 Where community benefit or a community benefit contribution is required, it shall be provided (or otherwise secured) in full prior to occupancy of the first stage of development.</p> <p>22.2.4 In kind provision of community benefits may be provided to satisfy whole or part of the community benefit requirements under Element 22. In kind provision shall only be creditable if it is identified as being required by the Place and Community Needs Blueprint. Its value shall be determined by an independent Quantity Surveyor to the satisfaction of the City of Melville prior to issue of an occupancy certificate.</p> <p>22.2.5 Any shortfall in assessed value measured against the bonus requirement shall be paid as a contribution prior to issue of occupancy certificate.</p>	
<p>55, 56, 57 / 8 – Interpretations</p>	<p>[Additional definitions and interpretations]</p>	<p>Bed and Breakfast Accommodation (Applies to Q1 and Q2) Means a dwelling, used by a resident of the dwelling, to provide accommodation for persons away from their normal place of residence on a short-term commercial basis and includes the provision of breakfast (This is the same definition provided in the City of Melville Local Planning Scheme No 6)</p> <p>Forward Side Setback (Applies to Q1 and Q2) Means the side setback for elements of buildings within 15 metres of the front setback of the building, as depicted on Figure XX. It generally applies only to podium elements of buildings. (within 15m of building line, applies to Q1 and Q2 only, refer diagram)</p> <p>Holiday House (Applies to Q1 and Q2)</p>	<p>Added definitions in this section:</p> <ul style="list-style-type: none"> • Bed and Breakfast • Forward side setback • Holiday Accommodation • Holiday House • Residential Building • Short Term Accommodation <p>For each of the added terms, the source of the definition has been noted (LPS 6, Planning and Development Regulations, Residential Design Codes). In each case the inclusion of these terms avoids ambiguity or contested definitions of terms. This is particularly relevant for contentious land uses that may be out of character or unintended in some parts of the precinct (for example</p>

		<p>Means a single dwelling on one lot used to provide short-term accommodation but does not include a bed and breakfast (this is the same definition provided in the draft Planning and Development (Local Planning Schemes) Regulations)</p> <p>Residential Building (Applies to Q1 and Q2) A building or portion of a building, together with rooms and outbuildings separate from such building but incidental thereto; such building being uses or intended, adapted or designed to be used for the purpose of human habitation:</p> <ul style="list-style-type: none"> • Temporarily by two or more persons; or • Permanently by seven or more persons, who do not comprise a single family, but does not include a hospital or sanatorium, a prison, a hotel, a motel or a residential school. (this is the same definition provided in the Residential Design Codes) <p>Short-Term Accommodations (Applies to Q1 and Q2) Means temporary accommodation provided either continuously or from time to time with no guest accommodated for periods totalling more than three months in any twelve month period. (This is the same definition provided in the City of Melville Local Planning Scheme No 6)</p>	<p>short term of temporary accomodation).</p> <p>The “Forward Side Setback” definition has been specifically included to address the street frontage controls to unify activity, land use, built form and street typology. As evidenced in the accompanying diagram, this creates two different types of side setbacks: one for the forward 15m of a building (where retail and office uses would be more likely) and one, generally larger setback for the rest of the building footprint, to enable space for deep soil zones, meaningful landscaping and combatting the heat island effect. (Added definitions across pages 54-57)</p>
<p>56 / 8 – Interpretations</p>	<p>Mezzanine For the purposes of the provisions (relating to Q1 and Q2) of the Canning Bridge Activity Centre Plan, is limited to meaning a habitable space between two storeys that is:</p> <ol style="list-style-type: none"> a. Accessible only from the apartment space or storey area immediately below; b. Limited in area to no more than one third of the floor space area it is located within; 	<p>Mezzanine For the purposes of the provisions (relating to Q1 and Q2) of the Canning Bridge Activity Centre Plan, is limited to meaning a habitable space between two storeys that is:</p> <ol style="list-style-type: none"> a) Accessible only from the apartment space or storey area immediately below; b) Limited in area to no more than one third of the floor space area it is located within; 	<p>Clarity provided in the definition of mezzanine to ensure that it is counted as a storey in Q1 + Q2. This inclusion avoids any ambiguity when reading definitions of mezzanine and storey This reinforces and further clarifies the provisions of clause 3.9.2 of Part 1 on page 32.</p>

	<p>c. Designed in a manner which ensures the mezzanine space is open to the floor area below and</p> <p>d. Of an overall height and design which ensures that the space does not appear as a separate floor in the external elevations of the building.</p>	<p>c) Designed in a manner which ensures the mezzanine space is open to the floor area below and;</p> <p>d) Of an overall height and design which ensures that the space does not appear as a separate floor in the external elevations of the building.</p> <p>For the avoidance of doubt, notwithstanding the above definition, within Q1 and Q2 a mezzanine shall be counted as a storey in considering height controls.</p>	
58	<p>Storey Has the same meaning as ‘Storey’ in the National Construction Code Series (Building Code of Australia Class 2 to Class 9 Buildings), and means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but not -</p> <p>a. A space that contains only –</p> <p>(i) A lift shaft, stairway or meter room; or</p> <p>(ii) A bathroom, shower room, laundry, water closet, or other sanitary compartment; or</p> <p>(iii) Accommodation intended for not more than 3 vehicles; or</p> <p>(iv) A combination of the above; or</p> <p>b. a mezzanine.</p> <p>c. any part of a building between two floors that is 50% or more below ground level.</p>	<p>Storey Has the same meaning as ‘Storey’ in the National Construction Code Series (Building Code of Australia Class 2 to Class 9 Buildings), and means a space within a building which is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but not –</p> <p>a) A space that contains only –</p> <p>i) A lift shaft, stairway or meter room; or</p> <p>ii) A bathroom, shower room, laundry, water closet, or other sanitary compartment; or</p> <p>iii) Accommodation intended for not more than 3 vehicles; or</p> <p>iv) A combination of the above; or</p> <p>b) a mezzanine (within Q3, Q4, Q5 and Q6 only).</p> <p>c) any part of a building between two floors that is 50% or more below ground level.</p>	<p>This definition specifically avoids excluding a mezzanine from being counted as a storey in Q1 + Q2, closing a loophole where mezzanines, which contribute to the bulk and height of a building, are not counted towards the overall building height (this loophole seemingly creates ambiguity and frustration within the community)</p>
62, 63 / Contents – Part Two			<p>(To be updated to reflect updated structure and content of Part 2)</p>

64 / Figure 1			Plan updated as per Plan 1 in Part 1 (shown on pages 5 & 14)
66 / 1.3	(Additional text)	<p>The review of the Activity Centre Plan undertaken by the City of Melville in 2020 and 2021 reviewed key elements of Quarters 1 & 2. In addition to changes to Part 1 of the ACP, relevant explanations in Part 2 of the ACP have been added to provide context for the changes made in the review.</p> <p>These additions are highlighted with light blue shading for ease of reference.</p>	<p>Introductory, descriptive text indicating the community engagement undertaken as part of the ACP review, including the reason for the review (i.e. community and Council reasons to review the ACP such as outcomes not matching expectations), a summary of the approach undertaken, and where to find further information.</p> <p>The text is included in a highlighted box, like all additional text in Part 2, to ensure material relating to the review is quickly identifiable.</p>
67 / 1.4	(Additional text)	<p>For the City of Melville review of the ACP, a comprehensive and transparent stakeholder engagement program was necessary to overcome an overwhelming community discontent that strategic planning proposals, like the ACP, did not guarantee that its aspirations materialised. The community's discontent also included a distrust of the planning system to consider and represent its views through assessment of new development proposals.</p>	<p>Introductory, descriptive text indicating the community engagement undertaken as part of the ACP review, including the reason for the review (i.e. community and Council reasons to review the ACP such as outcomes not matching expectations), a summary of the approach undertaken, and where to find further information.</p> <p>The text is included in a highlighted box, like all additional text in Part 2, to</p>

		<p>A comprehensive engagement program ensured a fair and equal opportunity was afforded for all stakeholders to be heard and contribute toward thorough issue identification and development of objectives, principles and design concepts, as the foundation for amendments to the ACP. Several engagement techniques were used throughout, but feature of the engagement program was a 3-day Place Design Forum (PDF) that facilitated a collaboration of representatives of all stakeholders. This established an understanding and respect of a wide range of complex issues and perspectives, an alignment on issue resolution and a more unified position on desired outcomes. The advantage of the PDF was it offered a transparent process to explore issues and establish stakeholder alignment. Some technical expertise was on hand to provide clarity around issues and articulate issues and actions, however, the outcomes were mostly contributed by the community representatives.</p> <p>The outcomes of key milestones in the Engagement Program were presented to a series of Elected Member Sessions to ensure delivery of expectations of the review prior to commencement of successive phases. Outcomes of the Engagement Program were documented for review by the community and other stakeholders through the advertising of modifications to the ACP; “At Canning Bridge – Precinct + Place Report: HATCH RobertsDay, May 2021).</p>	<p>ensure material relating to the review is quickly identifiable.</p>
70 / 1.6	(Additional text)	1.6 Activity Centre Plan Review by City of Melville, 2020-21	Introductory text provides a summary of the review process undertaken in 2021. The text is included in a

		<p>Following a number of issues identified by stakeholders, and various attempts to address individual issues with specific changes to the ACP, the City of Melville commissioned a comprehensive review of the Canning Bridge Activity Centre Plan. Significant concerns from stakeholders included the scale and development proposed, impact on suburban character, and community benefits derived from additional development intensity.</p> <p>The overwhelming community sentiment is new development has not met it's expectations about development outcomes arising from the ACP.</p> <p>Similarly, the City's administration and Elected Members are frustrated that the ACP and broader planning framework was failing to provide adequate guidance to address a suite of development control matters and the commensurate investment in community facilities and infrastructure to deliver the intent of the ACP vision.</p> <p>Review Scope</p> <p>The review was isolated to the area contained within the City of Melville, although it had regard for its relationship to the Canning Bridge Train Station and recognised the proposed co-located bus port will establish a strategic intermodal facility within the City of South Perth.</p> <p>The review broadened the reach of its enquiry beyond the key issues that motivated its commissioning. This was necessary to establish awareness of other planning related matters that are also important elements or contributors to high quality of life and place</p>	<p>highlighted box, like all additional text in Part 2, to ensure material relating to the review is quickly identifiable.</p>
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outcomes. The depth of issue discovery was critical to establish integrity of the review process and competency of its recommendations. Although many issues arising are important to the ACP, others are outside of its role and are more relevant to the City's supporting planning framework, our outside of the control of the City, which will need to be addressed to facilitate orderly and proper planning for the area.

Methodology

A place-based methodology was used to identify, understand and reimagine the many elements that will enrich the character and amenity of the precinct for it to succeed as a destination and perform its planning role as a transit-oriented development. A fundamental shift in thinking toward the importance of the public realm and its role in the built environment guided the resolution of the matters that motivated the review.

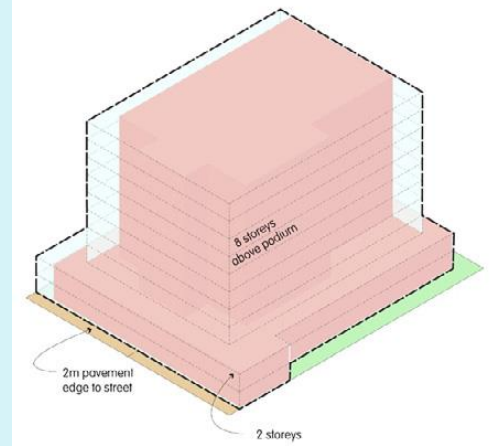
Wide reaching issue identification enabled interrogation of the Canning Bridge vision to test its relevance to the ACP and identify any other aspects of the ACP requiring improvement. The review seeks to strengthen the ACP vision through more defined objectives that respond to the issues arising. The development of principles for each objective guided urban design responses (to improve built form and public amenity outcomes; and draw strong relationships between both elements). This 'line-of-sight' to the ACP modifications establishes the nexus and need relationship important to the community and determining authorities and

		<p>gives further guidance for development of other strategies critical for place curation. In addition to an extensive review of existing documentation, supporting information and relevant planning policy, a comprehensive stakeholder engagement strategy was critical to the ACP review. This included:</p> <ul style="list-style-type: none"> • A major community survey, run through the City of Melville, to gather attitudes and impressions of the precinct, its character, recent development, and its future • A series of round tables with key stakeholder groups, including community members, landowners, and the design review panel • Two community workshop evenings to further collect feedback and understand issues • Extensive engagement with the elected members and Council administration • Regular liaison with key state government agencies (such as the Public Transport Authority, Main Roads Western Australia, and Department of Planning, Lands and Heritage) 	
71	(Additional text)	<ul style="list-style-type: none"> • A major, three-day stakeholder forum on the precinct, its issues, opportunities and future which featured over 60 attendees <p>Consideration of the outcomes of the Stakeholder Engagement Program is required for a complete understanding of the ACP modifications; “At Canning Bridge – Precinct + Place Report: HATCH RobertsDay, May 2021).</p> <p>Interpreting the Vision</p> <p>Through the engagement process it was clear that many considered the Vision is still relevant and there is support for the it’s aspirational ideas. There is, however, a high level of dissatisfaction with how the Plan is being</p>	<p>Introductory text provides a summary of the review process undertaken in 2021. The text is included in a highlighted box, like all additional text in Part 2, to ensure material relating to the review is quickly identifiable.</p>

		<p>interpreted and executed. Survey results from the engagement program show a low level of satisfaction with current performance against goals.</p> <p>Therefore, to add more detail to the vision and close the gap between expectations and outcomes, collaboration of all stakeholders agreed the following Goals and Principles to inform more specific initiatives:</p> <p>For the built form and public space outcomes to be better aligned to local expectations, it is critical to move beyond Goals and Objectives that reflect aspirational and generic statements, towards tangible customised and specific initiatives that are planned for the Canning Bridge area.</p> <p>Several initiatives were identified and agreed with the participants of the Place Design Forum and these have been documented for stakeholder review, “At Canning Bridge – Precinct + Place Report: HATCH RobertsDay, May 2021)</p>	
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		<div data-bbox="945 203 1297 418"> <p>22 PARTICIPANTS IN 4 STAKEHOLDER ROUNDTABLES</p> </div> <div data-bbox="945 423 1297 646"> <p>85 PARTICIPANTS IN COMMUNITY & LANDOWNER WORKSHOPS</p> </div> <div data-bbox="945 651 1297 873"> <p>340 SURVEY RESPONSES</p> </div> <div data-bbox="945 878 1297 1105"> <p>85 PARTICIPANTS OVER 3- DAY INTERACTIVE WORKSHOP 51 COMMUNITY / BUSINESS / GOVERNMENT 34 STAFF + PROJECT TEAM</p> </div>	
87 / 3.3.1	(Additional text)	<p>3.3.1 ACP Review & Planning Framework The review had regard for new and emerging components of the planning framework, arising since endorsement of the ACP. State Planning Policy 7.2 Precinct Design was gazetted on 16th February 2021 and (with the Precinct Design Guidelines: December 2020) offers policy guidance for precincts such as</p>	<p>Provides an update on key government policies that could be considered in reviewing the ACP. Notably the Precinct Design policy is recognised as being gazetted and therefore a due regard document,</p>

		<p>Canning Bridge. Given the currency of the Canning Bridge ACP and that the ACP shares jurisdictional boundaries with the City's of Melville and South Perth, it was considered that strict compliance with reporting structure was necessary. Notwithstanding this, the ACP Review ensured all guidance considerations were respected. In particular, the elements of precinct vision, community benefits and design quality, which were key issues of the review. Endorsement of the Draft State Planning Policy 7.3 Residential Design Codes (Volume 1 – Low and Medium Density) remains pending assessment of submissions from public advertising. The review adopts some measures proposed in the draft Policy considered important to respond to matters of amenity impacts, such as overshadowing and privacy. It is understood that substantial changes are proposed as a result of feedback from the consultation period for these draft codes. Consequently, the decision to adopt more of these codes has been deferred until the final content of the codes is more clear.</p>	<p>while the R Codes Low-Medium Density document is also discussed and its status of not being “seriously entertained” is justified. Figure 10 is added to indicate conceptually the use of building envelopes and plot ratio in regulating building form (not previously part of the ACP)</p>
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103 / 4.4

(Additional text)

4.4 City of Melville ACP Review and Movement Network

The Canning River foreshore, Canning Bridge and Canning Highway have already been recognised as features of the ACP that significantly impact vehicle movements and connectivity within the ACP area. The community south of Canning Highway are more disadvantaged with limited access to Canning Highway (resulting in increased street congestion), as well as compromised access to public transport.

4.4.1 Transport + Parking Strategy + Implementation

The ACP correctly promotes modal shift as a transport strategy to address this broader issue, accommodate population growth and mitigate impacts of new development. However, the community is discouraged that it is burdened with the impacts of significant new development, with no commensurate

Recognises the transport challenges arising from growth in demand within the ACP area in the City of Melville and provides rationale for the proposed approach including:

- Promoting a modal shift away from the private car that delivers social, economic and environmental benefits, and seeking further state government support to complement significant local efforts
- Promoting a holistic approach to transport and walkability, both in regulating built form and in investing in the public realm to create appealing and walkable routes and destinations.
- The importance of the street frontage controls in the ACP, complemented by investment in the public realm, to deliver a precinct that

investment to promote or implement a modal shift in transport (and remaining uncertainty about the future transport network). A comprehensive, holistic transport + parking strategy, that accommodates the revised ACP goals and principles, is required to advocate and implement this change in collaboration with all State transport agencies and the Department of Planning Lands and Heritage.

4.4.2 A Shift of Focus

Notwithstanding these observations, the ACP must contribute more to its role in the context of Transit Oriented Development. The ACP is focused on matters of development control and needs to be more influential on driving outcomes within public spaces, including the public street network, if it is to succeed.

A fundamental shift in thinking toward the importance of the public realm guided the resolution of the matters that motivated the review. All stakeholders contributing to the review declared that the quality of public spaces like the foreshore reserve, civic places and streets are crucial to creating an attractive destination for local community and visitors, whether they be workers or people seeking out entertainment – among other things. It was agreed that new buildings alone would not create the outcome everyone desired.

4.4.3 A Local Road Hierarchy + New Village Heart

A logical calibration of open spaces and street types is proposed, each paired to a complementary rule of land use and building types that would create the built environment. As each street will be designed to perform a role

meets the expectations of the community and reflects the desired character while sensitively accommodating growth

- Creating a community heart north of Canning Highway (for example around Moreau Mews and Kishorn Street) as a magnet to attract visitors, employment and economic activity
- Firm advocacy of a preferred approach for the future of Canning Highway, showcasing the opportunities of a covered/tunnel approach for future regional traffic, such as avoiding further segregation of the community

(Note: the additional text continues on page 102; suggest the rationale recognises this, stating “(Repeated from overleaf)” or similar before repeating the rationale on page 102)


and function, building types will need to correlate to and complement the role of the street. This relationship is interpreted through the assignment of preferred uses to determine the correct frontage treatment of buildings (trading frontages, nontrading frontages or various residential uses). This, in simple terms, creates the foundation for logical development control as well as a basis for vital and orderly government investment in the public realm - vital to attract quality design and development outcomes, as well as business and other private investment into the area. It is noted that the focus of this development control is on the ground and lower floors, independent of height controls. The local road hierarchy was configured to support an agreed a new village heart at Moreau Mews, north of Canning Highway. This location recognises the:

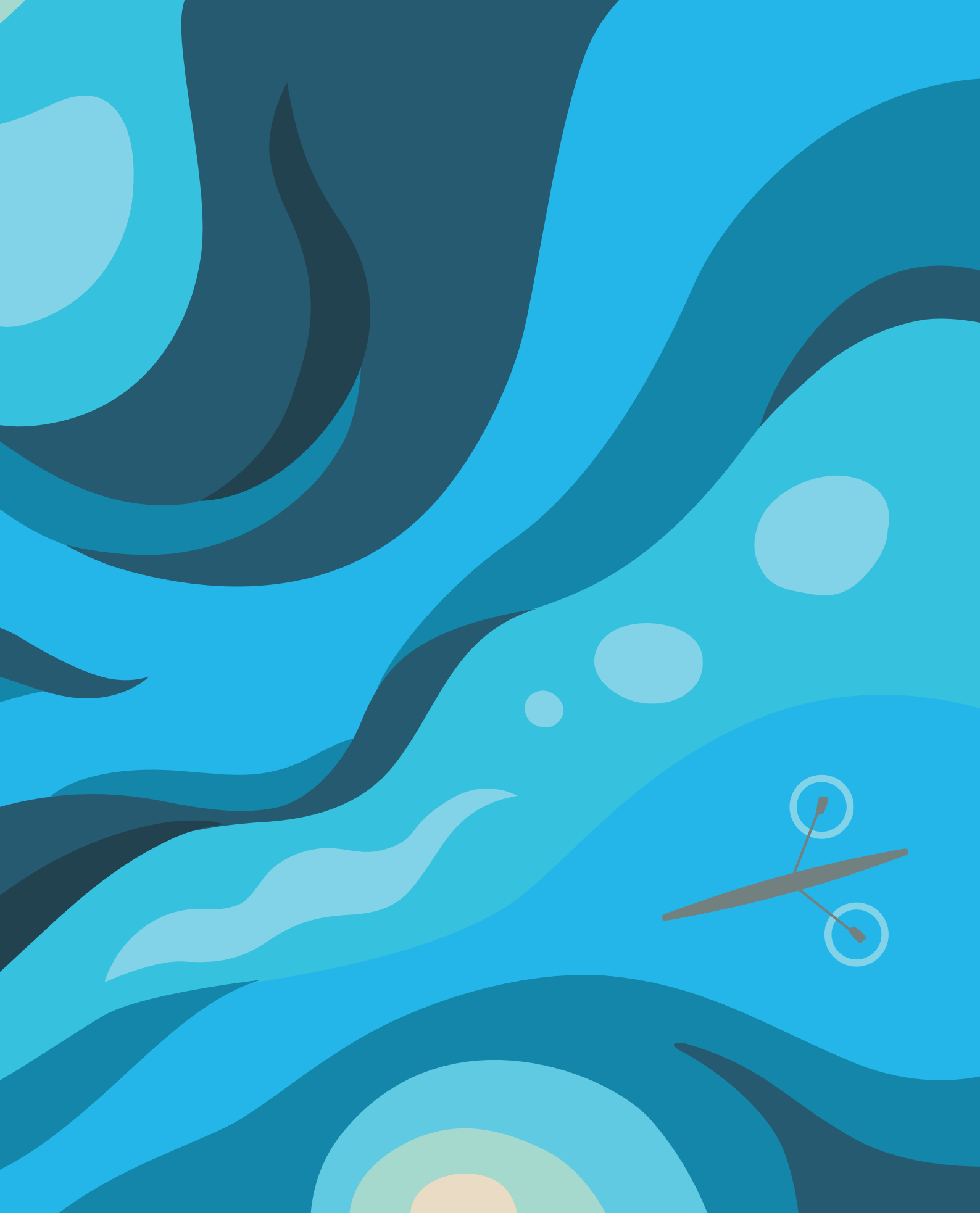
1. civic opportunities with City owned assets - to establish a high amenity civic destination and promote quality development in an area that will be responsible for accommodating future growth;
2. higher vehicle accessibility north of Canning Highway - to accommodate non-residential uses,
3. access to the Canning River Foreshore amenities to tie in destination opportunities;
4. uncertainties of the future upgrades to Canning Highway – to consider amenity, design and timing implications;
5. proposed shifting of development growth from south of Canning Highway – to support a co-location tactic and address the recognized

		impacts of development south of Canning Highway.	
104 / 4.4.4	(Additional text)	<p>4.4.4 Regional Traffic</p> <p>The challenge for the precinct is how it will accommodate growth of regional commuters without compromising on the place values held by the community and investment in the place to deliver on the expectation of the community and its visitors. The public realm investment necessary to support the precinct (as an agreed outcome of the Review) is at risk from the impacts of MRWA’s proposed duck and dive design for Canning Highway. This is in addition to the risk of severance of the precinct from undesirable changes to Canning Highway.</p> <p>The challenge for the ACP is land use planning remains disconnected from transport planning (from the perspective of regional infrastructure investment). The ACP Review progressed with some agency contributions, however poor infrastructure integration with the ACP remains a high risk. If this risk materialises, poor design responses to increasing the capacity of Canning Highway will:</p> <ol style="list-style-type: none"> 1. Significantly impact on the amenity of the street network that connects to Canning Highway - the cornerstone to the place creation strategy of the ACP Review; 2. Removal of highly valued street trees from Kintail, Forbes and Sleet Roads as a result of implementing changes to roads subject to Planning Control area No 153 under the Metropolitan Region Scheme; 3. Deter business and private investment, diluting the mixed-use intent for the precinct to 	<p>Recognises the transport challenges arising from growth in demand within the ACP area in the City of Melville and provides rationale for the proposed approach including:</p> <ul style="list-style-type: none"> • Promoting a modal shift away from the private car that delivers social, economic and environmental benefits, and seeking further state government support to complement significant local efforts • Promoting a holistic approach to transport and walkability, both in regulating built form and in investing in the public realm to create appealing and walkable routes and destinations. • The importance of the street frontage controls in the ACP, complemented by investment in the public realm, to deliver a precinct that meets the expectations of the community and reflects the desired character while accommodating growth • Creating a community heart north of Canning Highway (for example around Moreau Mews and Kishorn Street) as a magnet to attract visitors, employment and economic activity • Firm advocacy of a preferred approach for the future of Canning Highway, showcasing the opportunities of a covered/tunnel

		<p>around an intimate plaza providing space for local events and market places.</p> <p>A small, active square is envisaged at the end of Davilak Street which leads to the Q6 and it would also be desirable to seek to increase the community activation of MacDougall Park with additional small scale café or community spaces.</p> <p>Opportunities for public art should be considered as part of a public art scheme within the centre.</p> <p>Comfort in the public realm is also important and it should be recognised that shade and shelter play a big role in the walkability of the centre. Street trees will play a big part in maintaining the current spaciousness of the street networks, even after development is complete. The pedestrian and cycle way connecting across the river must be provided with some opportunity for shelter from wind, rain and intense sunshine.</p> <p>6.1.5 Private Spaces</p> <p>The public realm will need to be supported by private entertaining and recreation spaces. This is commonly occurring in significant developments throughout the Perth metropolitan area and many examples can be referenced. Areas which comprise good quality recreation opportunities, or allow for planted vegetation which can also be seen and/or accessed from the street will be encouraged, as this strengthens the sense of activation and passive surveillance around the centre.</p>	
118 / 6.1.6	(Additional text)	<p>1 Canning Highway: City of Melville preference to tunnel the highway, constructing a calmed street above, and connecting the precinct</p>	<p>Description of masterplan including elements not readily visible from the plan as presented, reflective of the</p>

		<p>2 Community Heart: an identifiable, pleasant environment with great space for gathering</p> <p>3 Core Retail: located away from Canning Highway in pleasant, pedestrian friendly streets</p> <p>4 Road Closures: intersection of Kintail and Canning Highway expected to be closed, need to reconsider traffic circulation without impacting amenity</p> <p>5 Green Corridors: invest greenery in streets to improve tree canopy, parklets and verge treatments</p> <p>6 Pedestrian Connections: Provide pedestrian links between streets where possible</p> <p>7 Open Space: currently underprovided, use closed road reserves, property assets and partnerships to deliver great places</p> <p>8 Foreshore: utilise limited space with complementary land uses on properties in nodes facing the river, and converting streets into shared spaces</p> <p>9 Rowing Clubs: opportunity to combine existing facilities and create a community focus</p> <p>10 Character: match up streets, landscaping, activity, land use, built form and movement network to support and enhance local character</p> <p>11 Place Branding: leverage opportunities such as entry statements, and promoting vibrant leafy pedestrian streets converging on a public heart and link back to the river setting</p> <p>12 Potential Activation: located and curated appropriately, for residential, civic/cultural or retail/ commercial contexts</p> <p>13 Distributed Public Parking Facilities: located to encourage visitors to get out and walk through the precinct, linger and invigorate the local economy</p>	<p>ACP review and subsequent proposed changes to the ACP.</p> <p>Legend associated with the Masterplan itself provides points of reference on the masterplan highlighting key features.</p>
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119	(Additional text)		The masterplan represents (as much as is possible in a two dimensional plan) delivery of the vision for Canning Bridge and the City of Melville.



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